



**CITY OF DUARTE
PLANNING COMMISSION
MINUTES
October 21, 2019**

**Planning Commission
Commissioners**
Paula Watson-Gardner, Chair
Tina Heany, Vice-Chair
George K. Farra
Sara Vasquez
Wally Wolff

1. CALL TO ORDER AND NOTATION OF ANY ABSENCES:

Vice-Chair Heany call the meeting to order at 7:05 p.m. The following were in attendance:

PRESENT: Heany, Vasquez, Wolff
ABSENT: Watson-Gardner and Farra
STAFF: Hensley, Golding, Baldwin, Hamilton, Hernandez
CITY ATTORNEY: Phan

2. PLEDGE OF ALLEGIANCE:

Vasquez led the Pledge of Allegiance.

3. APPROVAL OF MINUTES: [October 7, 2019](#)

Wolff moved to approve the minutes of October 7, 2019. Seconded by Heany. Motion was approved 3-0-2-0. (Absent: Watson-Gardner and Farra)

4. ORAL COMMUNICATIONS ITEMS NOT ON THE AGENDA

Vice-Chair Heany opened Oral Communications for items not on the Agenda. Seeing none Vice-Chair Heany closed the item.

5. PUBLIC HEARINGS:

A. [Site Plan and Design Review 18-31: New 6,580 square-foot commercial building with a 33-car surface parking lot on a 29,289 square-foot property at 2137 Huntington Drive.](#)

Attachments: [Staff Report SPDR 18-31](#) and [PC Resolution 19-05](#)

Jeff Hamilton, Contract Planner provided Staff Report, a PowerPoint presentation and discussed revisions of the design of the building. ([Audio](#))

Vice-Chair Heany opened Commissioners inquiries. Seeing none, she opened Public Comments. ([Audio](#))

Scott Yang, Applicant Representative discussed his concerns regarding the reciprocal easement and parking space modification, requesting Commission's consideration. [\(Audio\)](#)

Jason Golding, Planning Manager addressed the Applicant's concerns and provided information on the reciprocal access, easement and potential modifications. [\(Audio\)](#)

Commissioner Vasquez inquired about future development of the lot and asked for clarification regarding the Applicant's issues on the loss of parking stalls for future tenants. Golding and Hensley explained the different ways that staff has addressed the Applicant's issues. [\(Audio\)](#)

Vice-Chair Heany asked for clarification regarding permitted U-turns on the Bradbourne intersection and the issue on the additional easement requirement for the business. Golding clarified the permissible U-turn at the intersection and addressed the issue of the modification of the driveway. Hensley added comments regarding the modifications of the building. [\(Audio\)](#)

Applicant thanked staff for the clarification of the easement and reiterated the concern of the loss of two parking spaces. [\(Audio\)](#)

Golding explained adjustments and modifications to create an additional parking space. [\(Audio\)](#)

Applicant, Commissioner Vasquez and Staff continued discussion regarding the alternatives, modifications and loss of parking spaces. [\(Audio\)](#)

Applicant and Staff concurrence of the condition modification to credit the Applicant for the loss of the parking spaces. [\(Audio\)](#)

Wayne Moran, Property Owner on the east side of the building inquired about the side setback of the construction building closes to Huntington. [\(Audio\)](#)

Hamilton explained the process is considered during the plan check review of a project and on encroachments into setbacks. [\(Audio\)](#)

Vice-Chair Heany closed Public Comments, and opened Commissioner's inquiries. Seeing none, she called for a motion on the project. [\(Audio\)](#)

Commissioner Wolff motioned to approved the project with modifications to the Conditions of Approval to the following items: 2. C, New condition 8 is added; existing condition 8 is renumbered to condition 9 and a new second sentence is added about the access easement and landscaping plan; and additional sentence regarding condition of future removal of the two parking spaces. Motion Seconded

by Vice-Chair Heany. Motion was approved 2-1-2-0. (Vote: Yes: Heany, Wolff, No: Vasquez; Absent: Watson-Gardner, Farra; Abstain: None). [\(Audio\)](#)

B. General Plan Amendment 19-01, Amendment to the Duarte Station Specific Plan (Zone Change 19-01), Municipal Code Amendment 19-02, and associated Draft Subsequent Environmental Impact Report: Amendment to the Duarte Station Specific Plan to provide new development requirements.

Attachments: [Staff Report Amendment to the Duarte Station Specific Plan \(ZC 19-01\)](#) and [Draft Subsequent Environmental Impact Report \(DEIR\)](#); [General Plan Amendment 19-01](#); [Municipal Code Amendment 19-02](#). [PC Resolution 19-06, 19-07, 19-08, and 19-09.](#)

Craig Hensley, Community Development Director introduced the item and provided a PowerPoint presentation discussing the elements of the Duarte Station Specific Plan Amendments and new development requirements. [\(Audio\)](#)

Hensley introduced Laura Stetson and Michelle Gibbs, MIG Consultants to provide detailed information and give a PowerPoint presentation regarding the subsequent EIR elements. [\(Audio\)](#)

C. Vesting Tentative Tract Map No. 82518 (SMA 19-02), and Site Plan and Design Review (SPDR) 19-37 and 19-38: Proposal to subdivide the property into two parcels and construct two, multiple-story, market-rate apartments at 1700 and 1750 Business Center Drive. [\(Audio\)](#)

Attachments: [Staff Report Vesting Tentative Tract Map #82518 \(SMA 19-02\)](#) and [SPDR 19-37 and 19-38](#). [PC Resolution 19-10, 19-11 and 19-12.](#)

Jason Golding, Planning Manager provided a PowerPoint presentation discussing the entitlements of the Vesting Tentative Tract Map and apartments' project. [\(Audio\)](#)

Hensley recapped the project for the clarity of the Commission. [\(Audio\)](#)

Vice-Chair Heany commented about the letter received from Caltrans and inquired about the parking for commercial businesses on site. Hensley provided information on the parking requirements. [\(Audio\)](#)

Vice-Chair Heany opened Public Comments. [\(Audio\)](#)

Resident that lives in a complex of 100 units spoke regarding the setting of the interior parking spaces and inquired on how the furniture loading zone will take place. [\(Audio\)](#)

Matt Waken, Duarte Partners LLC Project Applicant, thanked Golding, Hensley and City for their transparent and hard work during the development process, team work and support to provide a good development plan for the city and a plan that can be implemented by the builders. Mr. Waken expressed his excitement for the development of this project in the city, he introduced everyone on his team and welcome questions from the Commission. [\(Audio\)](#)

Michael Heinrich, Architect of the project addressed the inquiry of the resident regarding the furniture loading and unloading zone between the two buildings and time constraints. [\(Audio\)](#)

Vice-Chair Heany closed the Public Comments, and opened Commissioners' inquiries. [\(Audio\)](#)

Wolff inquired about the market rate definition and what are the demographics that are predicted to occupy the apartments. [\(Audio\)](#)

John Cledian, Moltgreek Residential builder of site B, provided information on the demographics that are foreseen to occupy the apartments. [\(Audio\)](#)

Sunti Kumjim, MBK Homes representative elaborated on the positive impact and economic development of the project in the community. [\(Audio\)](#)

Wolff commented on the demographics described by the consultant and expressed concerns on the impact on traffic. Mr. Kumjim addressed the concerns and provided information on the traffic studies and parking management plan considered on the development of the project. [\(Audio\)](#)

Vice-Chair Heany inquired if a manager would be on site. Hensley responded that a manager is required by the State based on the size of the building. [\(Audio\)](#)

Hensley added comments on the impact growth in the development of the proposed project. [\(Audio\)](#)

Wolff inquired about the process and legal advice to respond to the comments noted in the letters received from various agencies. Hensley explained the process of response to the agencies' comments and City Attorney role to review and address all legal concerns noted in the letters received. [\(Audio\)](#)

Vice-Chair called for a motion on the item. Wolff asked Hensley to restate the item for clarity and motion. Wolff moved to approved restated items and Seconded by Vasquez. The motion was approved 3-0-2-0. (Vote: Yes: Heany, Vasquez, Wolff; No: None; Absent: Watson-Gardner, Farra; Abstain: None). [\(Audio\)](#)

6. **ITEMS FROM DIRECTOR:**

There were no items from the Director.

7. **ITEMS FROM COMMISSIONERS:**

There were no items from the Commissioners.

8. **ADJOURNMENT:** **Monday, November 18, 2019**

Vice-Chair Heany adjured the meeting at 9:11 p.m.

Craig Hensley, Secretary



PLANNING COMMISSION STAFF REPORT

Date: November 18, 2019

Project: Conditional Use Permit 19-04 and Site Plan and Design Review 19-41

Subject: A request to construct and operate a new 178-room, two-phase Hawthorne Suites by Wyndham (extended stay) hotel, with subterranean parking and with 24-hour operations.

Location: 1230 Huntington Drive

Applicant: McKently-Malak Architects

SUMMARY

The proposed project is a request to allow the operation and construction of a 178-room extended stay hotel, currently proposed as a Hawthorne Suites by Wyndham. The total proposed floor area is 104,423 sf. and is divided into two-phases. Phase I involves the construction of a 72 room, five-story hotel with a lobby, meeting space, breakfast/dining room, and a café. Parking is provided at-grade and within a one-level subterranean parking lot. Phase II proposes a 106 room, five-story hotel and associated gym, adjacent to phase one. Parking is provided within a two-level subterranean parking lot. The hotel plans to operate 24 hours a day which is typical of a hotel. The project is considered a Tier 3 project, pursuant to the property's Town Center Specific Plan (TCSP) zoning, and has proposed two community benefit bonuses – Public Art and Enhanced Transportation Demand Management.

Consideration for the proposed hotel entails two different types of review approvals: development plan and design (architectural) review, and conditional use permit. The site plan and design (architectural) review portion of this project (SPDR 2019-41), includes but is not limited to: site plan design, circulation, architectural design, aesthetics, colors, and materials. The conditional use permit portion (CUP 19-04) of the project includes, but is not limited to: operational characteristics, uses, hours, and programming requires approval of a conditional use permit by the Duarte Planning Commission.

ENVIRONMENTAL

This project is exempt from the California Environmental Quality Act (CEQA) pursuant to exemption in Section 15332, Class 32 of Title 14 of the California Code of Regulations. Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services.

PROPERTY DESCRIPTION

The project site is located midblock on the southerly side of Huntington Drive, one parcel west of Buena Vista Street. The property is 1.62 acres in size, and includes an approximate 2,600 s.f. (28' wide) drive access easement shared with the owners of the 12-unit residential condominium complex to the west of the project site. The property is located in the newly created Town Center Specific Plan (TCSP), Town

Center Commercial Core land use designation, Area 1. Hotel and 24-hour uses require a conditional use permit, in addition to development plan and design review approval. Other abutting properties include the Monrovia Convalescent Hospital to the south, Union 76 service station to the east, and the Buena Vista Marketplace Shopping Center to the north.

PROJECT DESCRIPTION

Consideration for the proposed Hawthorne Suites by Wyndham hotel entails two different types of review approvals: development plan and design (architectural) review, and conditional use permit. The site plan and design (architectural) review portion of this project (SPDR 2019-41), includes but is not limited to: site plan design, circulation, architectural design, aesthetics, colors, and materials. The conditional use permit (CUP 2019-04) portion of the project, which includes, but is not limited to: operational characteristics, parking systems, uses, hours, and programming. The applicant requests approval of the following:

- **Site Plan and Design Review (SPDR) 2019-41:** A request to construct a project consisting of a total of 178 room hotel built in two phases. Phase I involves the construction of a 72 room, 65' high, five-story extended stay hotel with a lobby, 2,570 square feet (sf) of meeting space, 2,280 sf breakfast/dining room, and a 1,478 café, currently proposed as a Hawthorne Suites by Wyndham. Parking is provided at-grade (8 stalls) and within a one-level subterranean parking lot (57 stalls). An interim surface parking lot, located at the future site of phase II, would provide 28 parking stalls. Phase II proposes a 106 room, 65' tall, five-story hotel and associated 662 sf gym, adjacent to phase I. Parking is provided within a two-level subterranean parking lot, 42 and 61 spaces respectively. The one-story lobby would serve both phase I and II hotels. A pool, barbeque, and covered trellis to serve both buildings is located along the easterly property line, east of the lobby. A circular driveway provides convenient drop-off and pick-up locations.
- **Conditional Use Permit (CUP) 2019-03:** A request to allow the 24-hour operation of the hotel project described above.

On November 11, 2019, the Architectural Review Board (ARB) considered SPDR 19-41. Adjacent residential owners were notified of the meeting. One resident from the neighboring condominium complex attended the meeting, but did not speak on the item. Staff also received one letter questioning several components of the project (see Exhibit E). At this meeting, the ARB unanimously recommended approval of SPDR 19-41 to the Planning Commission.

ANALYSIS

The project includes the construction of the two-phased hotel; the operations of the hotel, including, meeting rooms, breakfast/dining room, café; 24-hour continuous operations; and the consideration of two community benefit bonuses – Public Art and Enhanced Transportation Demand Management – based upon the applicant choosing a Tier 3 project, pursuant to the property's Town Center Specific Plan (TCSP) zoning. Hotel and associated uses require conditional use permit approval since they may impact the surrounding community and create a variety of concerns, if not properly regulated and conditioned.

The following narrative explores topics of concern and/or additional consideration associated with both the architectural design and site planning of the hotel, as well as, the operational characteristics of the project.

Site Plan and Design Review

Site Improvements & Circulation

The site plan has been designed to maximize building potential on the property. Circulation enters off of Huntington Drive along a 28' wide drive access easement shared with abutting residential condominium owners. The driveway will require improvement, possibly needing complete reconstruction. A condition has been added to address ownership, maintenance and cleaning of the shared drive access easement. Drop-off and pick-up will occur in a circular driveway in front of the lobby. A ramp descending near the circular driveway provides ingress and egress to the phase I subterranean parking area. An exit only-ramp, directly to Huntington Drive, is located along the easterly side of the parking area. Phase I proposes an at grade parking lot, at the location of the phase II building, to meet the project's parking requirements. Parking for Phase II does not meet the current parking standards. However, Staff is recommending a condition that addresses parking for phase II before submittal of development plans. Options will be incorporated to allow flexible requirements to meet the then current standards. Future access to phase II will be provided both through a surface-level driveway between hotel sites, a subterranean level connection, and through the shared drive access easement to the rear of the project site (which also leads to a second access point to the subterranean parking area). Pedestrian access will also require revisions in order to provide ADA accessibility directly from the street and an accessible path of travel to and from parking to the café.

Landscaping is provided in opportunity areas to make use of the limited available space. A landscaped strip is located along the front setback and near an outdoor dining patio associated with the café. Landscaping is also provided within the lobby area, along the east property line (near the pool) and within the westerly building edge facing adjacent residential. The at-grade parking lot associated with phase I will also be heavily landscaped. Staff is also recommending special landscape features, such as greenscreen walls, landscape walls or other enhancements along the west and south sides of the phase II building. Screening of adjacent commercial uses to the east will require the use of taller site walls (up to eight-feet from adjacent properties) or other landscape and retaining wall applications. Conditions requiring a comprehensive landscape, hardscape and irrigation plan, in addition to screening solutions for the east property line have been added as conditions of approval.

A series of public and on-site circulation improvements will also be required as a part of project consideration. Due to the existing public improvements in the vicinity and the project's design, a circulation and traffic assessment was required as part of the submittal. The attached RK Engineering Group Circulation and Traffic Assessment (Exhibit B) has been reviewed by the City Engineer and contains nearly a dozen recommendations for improvements both on and off-site. A few major concerns included in the Assessment address modifications to the existing median island, left-turn pocket, and project driveway to better provide access into the shared drive access easement; painted transitions to be installed to the west of the driveway to accommodate required bulb-out(s) in front of the hotel; and rolled-curb installation to facilitate emergency and delivery truck traffic within the circular driveway area. Sidewalk reconstruction, pedestrian light installation, and power pole undergrounding have been identified during site visits and plan review. These items have been addressed in the conditions of approval. An additional 2' easement or dedication on Huntington Drive has been incorporated to widen the sidewalk in front of the hotel.

Architecture & Design

The Architecture Review Board is supportive of the proposed architectural design of the building. It meets TCSP design guidelines; and provides a well-designed building with variations in massing and

scale, a variety of colors and materials, and compliments the overall design themes present on the campus.

Buildings for both phase I and II are designed in a matching architectural style, color and materials. Architecturally, the building has been designed in a contemporary style with many traditional materials. The first floor and lobby portion of the hotel are clad in red brick, gray stone, and anodized aluminum to create a commercial storefront. Upper floors are presented in a smooth troweled stucco and corrugated metal wall panels. The buildings main body colors are off-white, soft orange and a muted blue, with gray and dark brown accents. Two prominent tower elements flank both the west and east sides of the phase I building, providing vertical relief and modulating building massing. The towers feature large, decorative window systems that create a focal element and compliment remaining fenestration on the building. The westerly tower also incorporates a decorative shed roof element. Building two proposes two tower elements as well – at the northwest and southeast corners of the building. The northwest tower is designed to complement the westerly tower element on building I and also provide a focal feature for building II. There are no window-mounted mechanical systems, as with many hospitality buildings, proposed for this project. The project architect has addressed the proximity to abutting residential through minimizing the amount of hotel room windows facing the condominiums in phase I (although windows do exist, most of them are located within the stairwell of common hallway). For phase II, the building has been setback approximately 85' from the residences.

Discussions with the architect have addressed the primary concerns of staff related to rooftop mechanical equipment placement. At the time of ARB review, the plans had yet to incorporate the level of detail to independently verify the screening of mechanical equipment to meet City requirements. The applicant will be required to provide additional details to confirm that all rooftop mechanical equipment is screened from view through the use of parapets or otherwise located within penthouses or towers.

Most major buildings recently approved by the City have incorporated architectural building lighting. The applicant has incorporated exterior architectural lighting on the renderings, elevations, and materials board that meet the general intent of the TCSP. A future lighting plan, to be approved by staff after project approval, will address focused building lighting that improves the nighttime appearance of the hotel, provides a signature touch to focal features of the building elevations, and accounts for light spillover onto adjacent properties.

Town Center Specific Plan Requirements

The applicant has proposed a five-story building, which requires the selection of two (2), Tier 3 Community Benefit Bonuses, pursuant to Chapter 3.5.2 of the TCSP. The selected bonuses propose to incorporate a public art element and enhanced transportation demand management. For the purposes of the SPDR, the primary discussion relates to art. The proposal includes a 12' x 35' decorative cut metal screen, located in a prominent location high along the easterly tower on building I. Although the ARB was supportive of the cut metal panels, the final selection of the public art element will be deferred to the ARB for detailed consideration. Any public art element will be required to be: located in a highly visible location, created as an original and creative piece, non-commercial in nature, and be valued at one-half of one percent (0.5%) of the cost of construction over \$100,000. Due to the valuation of both building phases, there may be an opportunity to include a second metal panel or other art element on the westerly tower wall, which is currently proposed as a large blank stucco wall.

Two other unique elements to the TCSP pertain to wall floor height and front setbacks. Chapter 3.6.1 of the TCSP requires a minimum street wall of for buildings within 15' of the front property line. The plans indicate a 16'6" dimension to the top of the finished floor of the second story. Approximately 1' 6" of

decorative cornice/coping extends the height of the street wall to 18'. Staff feels an Administrative Adjustment (up to 20% deviation – 25' x 20% = 5') is warranted if either the front street wall is slightly increased in height or the balcony railing is made more decorative, with an increase in opacity. Chapter 3.6.3 relates to the front setback. A seven-foot (7') front setback has been designed with landscaping and an outdoor dining patio associated with the cafe, allowing it to exceed the maximum 5' setback of the TCSP.

Conditional Use Permit

Operations

Hawthorne Suites is an extended stay hotel product that plans on targeting local travelers, visitors and business persons. The hotel will provide a lobby area with mini-mart, 2,570 s.f. of meeting rooms, 2,280 s.f. of dining, lounge and breakfast area, and a gym and pool open from 6:00 a.m. to 10:00 p.m. A 1,478 s.f. café will also be located on the first floor of the hotel, which may be leased separately to an independent tenant. The applicant has not elected to serve alcoholic beverages at this time. In the event alcohol service is desired, the hotel or café operator would need to apply for a separate conditional use permit. The hotel will operate 24-hours a day and the first phase is staffed by approximately 20 persons, including two managers, and two porters related to the enhanced transportation demand management (ETDM) program selected by the applicant. Phase II staffing would be determined at a later time.

Transit occupancy tax will be collected from this project at the rate of 10%. Chapter 3.05 of the Duarte Municipal Code provides a complete set of regulations and requirements. In order to avoid tenancy issues, transient status, defined as a stay 30 days or less, is required for all hotel guests, and will be added as a condition of approval.

Enhanced Transportation Demand Management (ETDM)

The applicant is requesting one additional floor above the maximum number of floors allowed in the TCSP, which requires the selection of Tier 3 Community Benefit Bonuses. The second bonus is enhanced transportation demand management. As part of the ETDM program, the hotel will be providing a variety of transportation options that are designed to reduce vehicular traffic by providing transit, para-transit or multi-modal alternatives. As further described in the incentives plan (Exhibit C), the ETDM program would include:

- Free daily hotel provided shuttles to local destinations, such as the Gold Line Station, City of Hope, shopping;
- Free hotel provided shuttles to events, such as the Rose Parade, Santa Anita Racetrack or LA County Fairgrounds;
- Complimentary bike rentals;
- Public transportation information kiosk located in the hotel lobby; and
- Hotel employees will receive free Metro rail and bus passes and shuttle pick-up and drop-off.

The details of the ETDM program will be accomplished through the submittal and City approval of an Enhanced Transportation Demand Management Plan. The plan will include and expand upon the programs and benefits explained conceptually in the Incentives Plan and include TCSP zoning requirements, require annual reporting of the Program, and include auditing authority.

Parking

Parking for the several operations occurring within the hotel have been met for the phase I building, including parking for use of meeting rooms that are not used by on-site guests. Parking for Phase II does not meet the current parking standards. Staff is recommending a condition that addresses parking

for phase II before submittal of development plans. The gap between construction of phases will allow time for observing parking utilization for the variety of uses in the first phase. The condition is written to allow a variety of options to meet the then current standards, such as valet, shared, or joint-use parking; or the use of a parking study performed by a traffic engineer. Many of these options will require future entitlements. Staff is also recommending that parking operations be detailed, through a Parking Management Plan (PMP), to address on how to manage parking for the hotel and related on-site uses, interim parking during construction of Phase II, access to and from parking lots and private roadways, and hotel and/or shuttle parking associated with the hotel.

Noise, 24-hour Operations & Outdoor Activities

Although the project involves 24-hour operations, the majority of uses will occur inside of the hotel building. Due to the proximity of the residential condominiums, staff is recommending a handful of conditions to address possible noise and use impacts generated by the hotel. These conditions address delivery hours, restrictions on events held in the circular driveway and grade-level parking areas, and adherence to the Duarte Noise Ordinance.

RECOMMENDATION

The project proposes a well-designed hotel that serves as another building block in meeting the intent of the Town Center Specific Plan. Careful consideration has been put into the design of both the building and site plan to meet the requirements and guidelines of the Specific Plan and to mitigate proximity concerns with adjacent uses. The conditional use permit includes a series of conditions that acknowledge the unique set of circumstances related to parking, enhanced transportation demand management, and outdoor/noise uses in the vicinity, while providing assurances that any issues that affect the general public and adjacent neighborhoods can be addressed in the future, if warranted.

Based on the information provided in the Staff report, along with the required findings and conditions of approval, Staff recommends that Planning Commission review the information provided and adopt:

1. PC Resolution 19-13 approving Conditional Use Permit 19-04.
2. PC Resolution 19-14 approving Site Plan and Design Review 19-41.

Respectfully submitted,



Jason Golding
Planning Division Manager

ATTACHMENTS

- Exhibit A - Project Plans
- Exhibit B - RK Engineering Group Circulation and Traffic Assessment
- Exhibit C - Applicant's Incentives Plan
- Exhibit D - Business Operations Description
- Exhibit E - Neighbor letter
- Exhibit F - PC Resolution 19-13 (CUP)
- Exhibit G - PC Resolution 19-14 (SPDR)



HAWTHORN SUITES BY WYNDHAM DUARTE, CALIFORNIA

1230 HUNTINGTON DRIVE DUARTE, CA 91010

**McKently
Malak**
ARCHITECTS

35 Hugus Alley Suite 200
Pasadena California 91103-3648
TEL 626 583 8348 FAX 626 583 8387

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010

GENERAL DATA

PROJECT ADDRESS: 1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010

ASSESSOR PARCEL #: 8530-016-017 AND 8530-017-003

SITE AREA: ± 71,042 S.F. (1.63 ACRES)

JURISDICTION: CITY OF DUARTE,
DUARTE, CALIFORNIA

EXISTING ZONING: DUARTE TOWN CENTER SPECIFIC PLAN COMMERCIAL CORE

PROPOSED LAND USE: COMMERCIAL

SETBACKS:
LAND USE: HUNTINGTON DR. = 5'-0"
SIDE = 0'-0"
REAR = 0'-0"

HIGHWAY DEDICATION: 2 FT. ON HUNTINGTON DRIVE FOR WIDER SIDEWALK.

ALLOWED F.A.R.: 2.5 x LAND AREA
71,042 x 2.5 = 177,605 S.F.

PROPOSED FLOOR AREA: PHASE 1 50,113 S.F.
PHASE 2 54,310 S.F.
TOTAL PROPOSED FLOOR AREA: 104,423 S.F.

BASEMENT MAX HEIGHT: TIER 3 AREA 1
REQUIRED MIN 2 COMMUNITY BENEFITS FOR TIER 3

MAX. ALLOWABLE HEIGHT: (HOTEL) 6 STORIES 90 FT.

PROPOSED LANDSCAPE AREA: PHASE 1 = ±19,623 S.F.
PHASE 2 = ±9,611 S.F.

TYPE OF CONSTRUCTION: IIIA FULLY SPRINKLERED

BOUNDARIES INFORMATION: THIS PLAN HAS BEEN PREPARED BY USING THE
ALTA/ACSM LAND TITLE SURVEY BY TRITECH ENGINEERING
ASSOCIATES, DATED 05.27.16.

PROPOSED BUILDING & PARKING SUMMARY

PHASE 1

PHASE 1						
HOTEL BUILDING-SEGMENT A						
FLOOR LEVEL	FLOOR AREA SQUARE FEET	STANDARD ROOM	DISABLED STANDARD ROOM	ONE BEDRM	DISABLED ONE BEDRM	TOTAL
GROUND LEVEL	approx 13,093	0	0	0	0	0
SECOND FLOOR	approx 9,255	16	1	1	0	18
THIRD FLOOR	approx 9,255	16	1	0	1	18
FOURTH FLOOR	approx 9,255	16	1	1	0	18
FIFTH FLOOR	approx 9,255	17	0	1	0	18
TOTAL	50,113 SF	65	3	3	1	72

PARKING REQUIRED PHASE 1		
MEETING ROOMS:	2,592 SF/ 100 SF PER CAR=	26 CARS
HOTEL ROOMS:	72 RM x .9/RM=	65 CARS
TOTAL:	87 STANDARD+4 DISABLED=	91 CARS

INCLUDES 1 FUTURE DISABLED EV

BIKES REQUIRED	91 x 5%= 5 SHORT TERM AND 5 LONG TERM
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PARKING PROVIDED PHASE 1			
LEVEL	STANDARD	DISABLED	TOTAL
BASEMENT LEVEL B-1	55	2	57
ON GRADE	28	0	28
STREET LEVEL DECK	6	2	8
TOTAL	89	4	93

BIKES PROVIDED	SHORT TERM AND 5 LONG TERM
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PHASE 2

PHASE 2								
HOTEL BUILDING- SEGMENT B								
FLOOR LEVEL	FLOOR AREA SQUARE FEET	STANDARD ROOM	DISABLE STANDARD ROOM	ONE BEDRM	DISABLED ONE BEDRM	TWO RM SUITE	TWO RM DISABLED SUITE	TOTAL
GROUND FLOOR	approx 7,415	9	0	0	0	0	0	9
SECOND FLOOR	approx 11,696	21	1	2	0	0	0	24
THIRD FLOOR	approx 11,733	22	1	1	1	0	0	25
FOURTH FLOOR	approx 11,733	22	1	2	0	0	0	25
FIFTH FLOOR	approx 11,733	19	1	1	0	1	1	23
TOTAL	approx 54,310	93	4	6	1	1	1	106

PHASE 1 AND 2 COMBINED								
FLOOR LEVEL	FLOOR AREA FLRS 1 THRU 5	STANDARD ROOM	DISABLED STANDARD ROOM	ONE BEDRM	DISABLED ONE BEDRM	TWO RM SUITE	TWO RM DISABLED SUITE	TOTAL
PHASE 1	approx 50,113	65	3	3	1	0	0	72
PHASE 2	approx 54,310	93	4	6	1	1	1	106
TOTAL	approx 104,423	158	7	9	2	1	1	178

PARKING REQUIRED PHASE 1 AND PHASE 2 COMBINED		
MEETING ROOMS:	2,592 SF/ 100 SF PER CAR=	26 CARS
HOTEL ROOMS:	178RM x .9/RM=	160CARS
TOTAL:	179 STANDARD+7 DISABLED=	186 CARS

INCLUDES 1 FUTURE DISABLED EV

BIKES REQUIRED	186 x 5%= 10 SHORT TERM AND 10 LONG TERM
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SHEET INDEX

ARCHITECTURAL

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CIVIL

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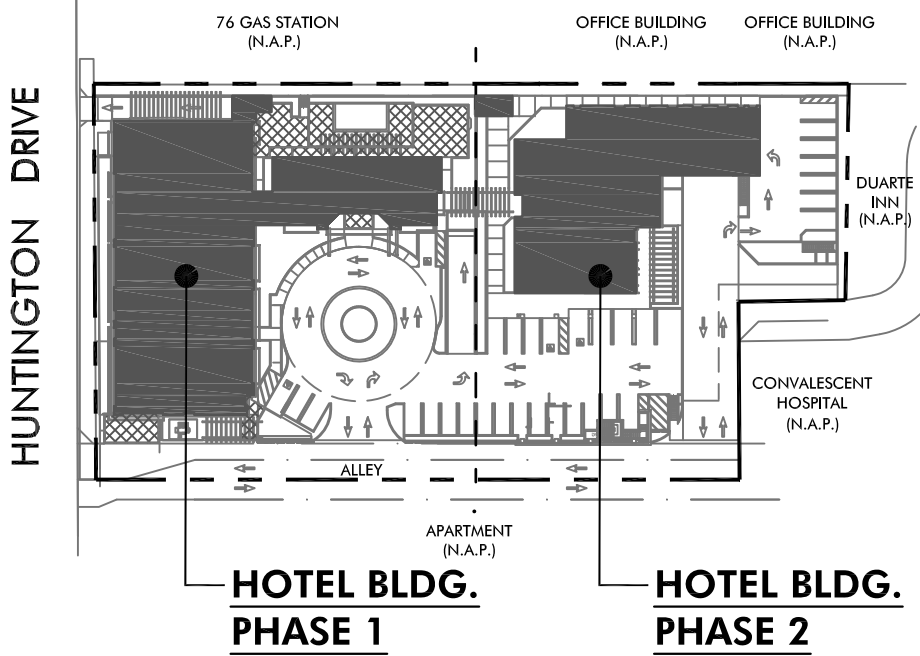
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KEY MAP

**HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA**
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

No.	DATE	DESCRIPTION
1	09.09.19	SITE PLAN REVIEW SUBMITTAL
2	10.28.19	ARCHITECTURAL REVIEW BOARD SUBMITTAL

AS INSTRUMENTS OF SERVICE, ALL DESIGNS, IDEAS, AND INFORMATION SHOWN
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USED IN CONNECTION WITH ANY WORK OR PROJECT OTHER THAN THE
SPECIFIC PROJECT FOR WHICH THEY HAVE BEEN PREPARED AND DEVELOPED
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CONTACT WITH THESE DRAWINGS SHALL CONSTITUTE CONCLUSIVE EVIDENCE
OF ACCEPTANCE OF THESE RESTRICTIONS.

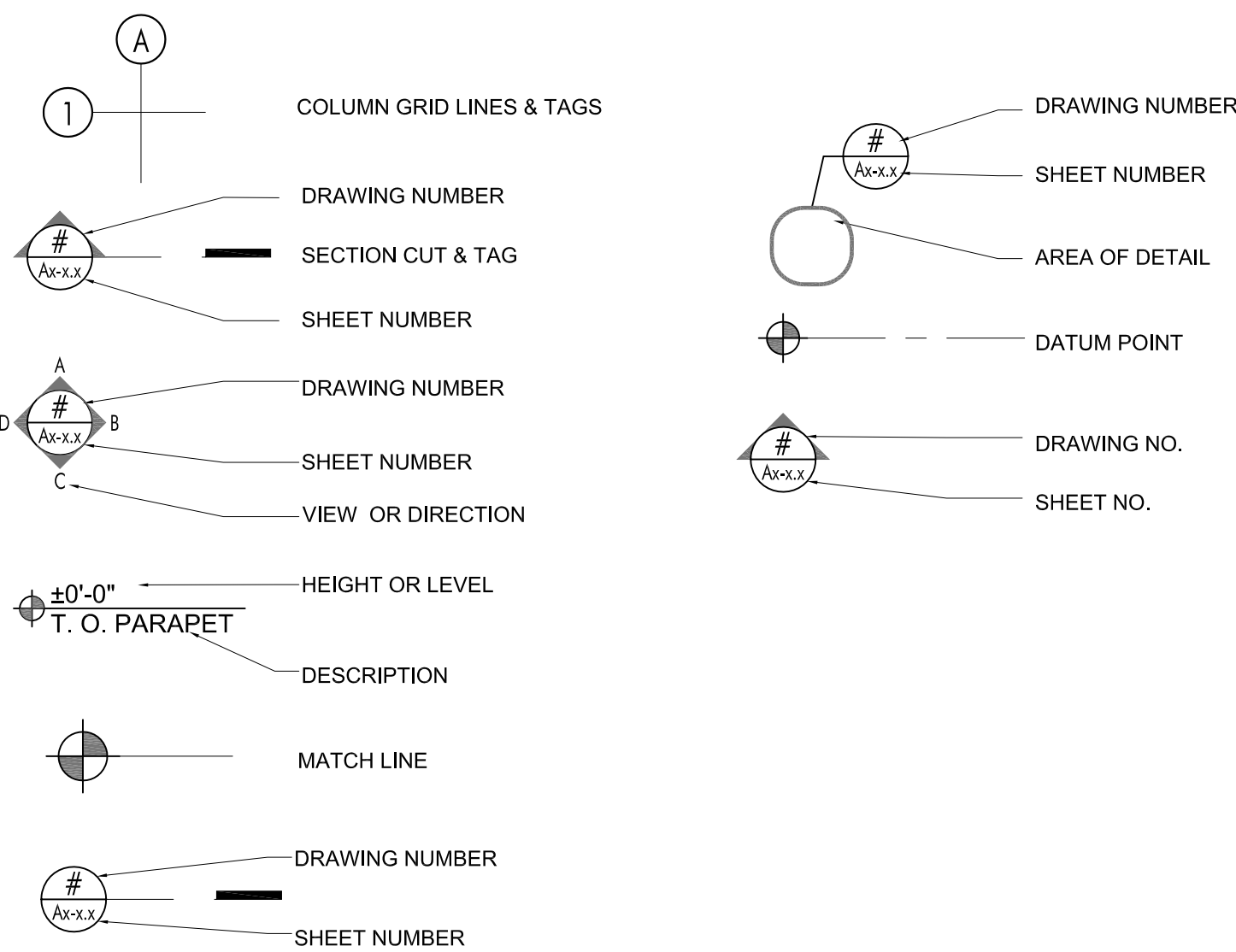
JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

TITLE SHEET

SHEET NUMBER:

T-100

SHEET LEGEND



ABBREVIATION

A.D.A.	AMERICAN WITH DISABILITIES ACT	INCL.	INCLUDING / INCLUDED
A.C.T.	ACOUSTIC CEILING TILE	JST.	JOIST
A.F.F.	ABOVE FINISH FLOOR	LAV.	LAVATORY
ALUM.	ALUMINUM	L.L.	LANDLORD
A.P.	ACCESS PANEL	MAX.	MAXIMUM
APPROX	APPROXIMATELY	MISC.	MISCELLANEOUS
CEM.	CEMENT	MFG.	MANUFACTURER
CL	CENTER LINE	MIN.	MINIMUM
CLG.	CEILING	MTL.	METAL
CLO.	CLOSET	(N)	NEW
C.T.	CERAMIC TILE	N.I.C.	NOT IN CONTRACT
COL.	COLUMN	O.C.	ON CENTER
CONC.	CONCRETE	OPP.	OPPOSITE
CONT.	CONTINUOUS	PLAM	PLASTIC LAMINATE
CONST.	CONSTRUCTION	PLWD	PLYWOOD
DIA.	DIAMETER	R.	RADIUS
DIM	DIMENSION	REQ	REQUIRED OR REQUIREMENT
DTL	DETAIL	S.C.	SOLID CORE
DWGS.	DRAWINGS	SIM.	SIMILAR
(E)	EXISTING	SSTL	STAINLESS STEEL
E.C.	ELECTRICAL CONTRACTOR	SUSP	SUSPENDED
EXP.	EXPOSED	TYP.	TYPICAL
EQ	EQUAL	U.O.N.	UNLESS OTHERWISE NOTED
F.C.	FIXTURE CONTRACTOR	U.P.S.	UNINTERRUPTED POWER SUPPLY
F.D.	FLOOR DRAIN	VA.V.	VARIABLE AIR VOLUME
F.E.	FIRE EXTINGUISHER	V.C.T.	VINYL COMPOSITE TILE
FIN.	FINISH	V.I.F.	VERIFY IN FIELD
FLR.	FLOOR	VERT.	VERTICAL
F.R.	FIRE RATED	W/ OR W/O	WITH OR WITHOUT
GA.	GAUGE	W.C.	WATER CLOSET
G.C.	GENERAL CONTRACTOR	WD.	WOOD
GYP. BD.	GYPSUM BOARD	W.I.C.	WOOD INSTITUTE OF CALIFORNIA
H.C.	HOLLOW CORE	W.R.	WATER RESISTANT
HDWD	HARDWOOD		
HORIZ.	HORIZONTAL		
HR.	HOUR		
HT.	HEIGHT		
H.V.A.C.	HEATING, VENTILATION AIR CONDITIONING		

PROJECT TEAM

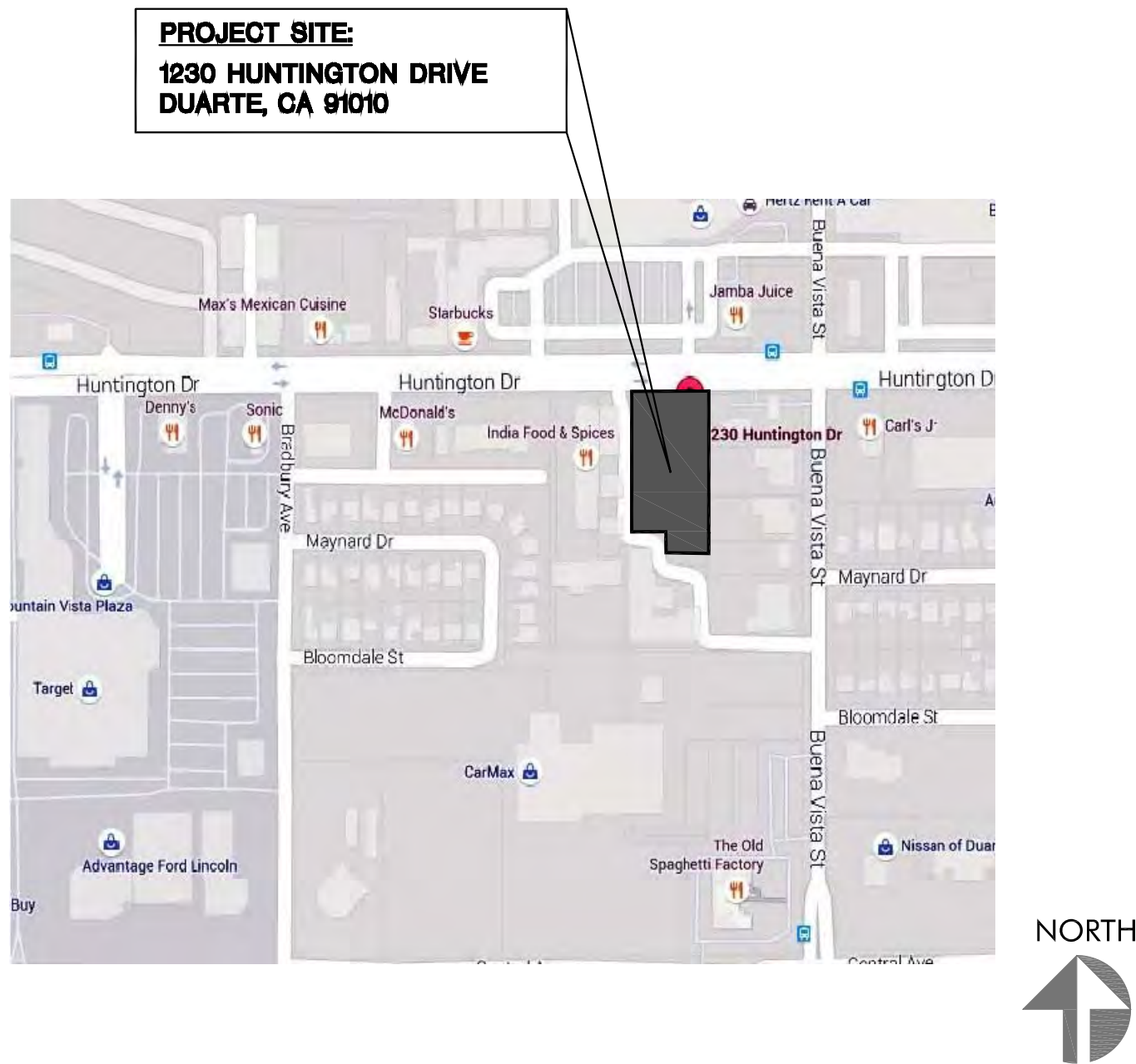
OWNER: CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010

ARCHITECT: MCKENTLY MALAK ARCHITECTS. INC.
35 Hugus Alley, Suite 200
Pasadena, California 91103
626.583.8348 TEL 626.583.8387 FAX
CONTACT: Mr. Hany Malak
E-mail Address: hany@mckently.com

CIVIL ENGINEER: TRITECH ENGINEERING ASSOCIATES
135 N. San Gabriel Blvd.
San Gabriel, California 91775
626.570.1918 TEL 626.737.8786 FAX
E-mail Address: info@tritechengineer.com

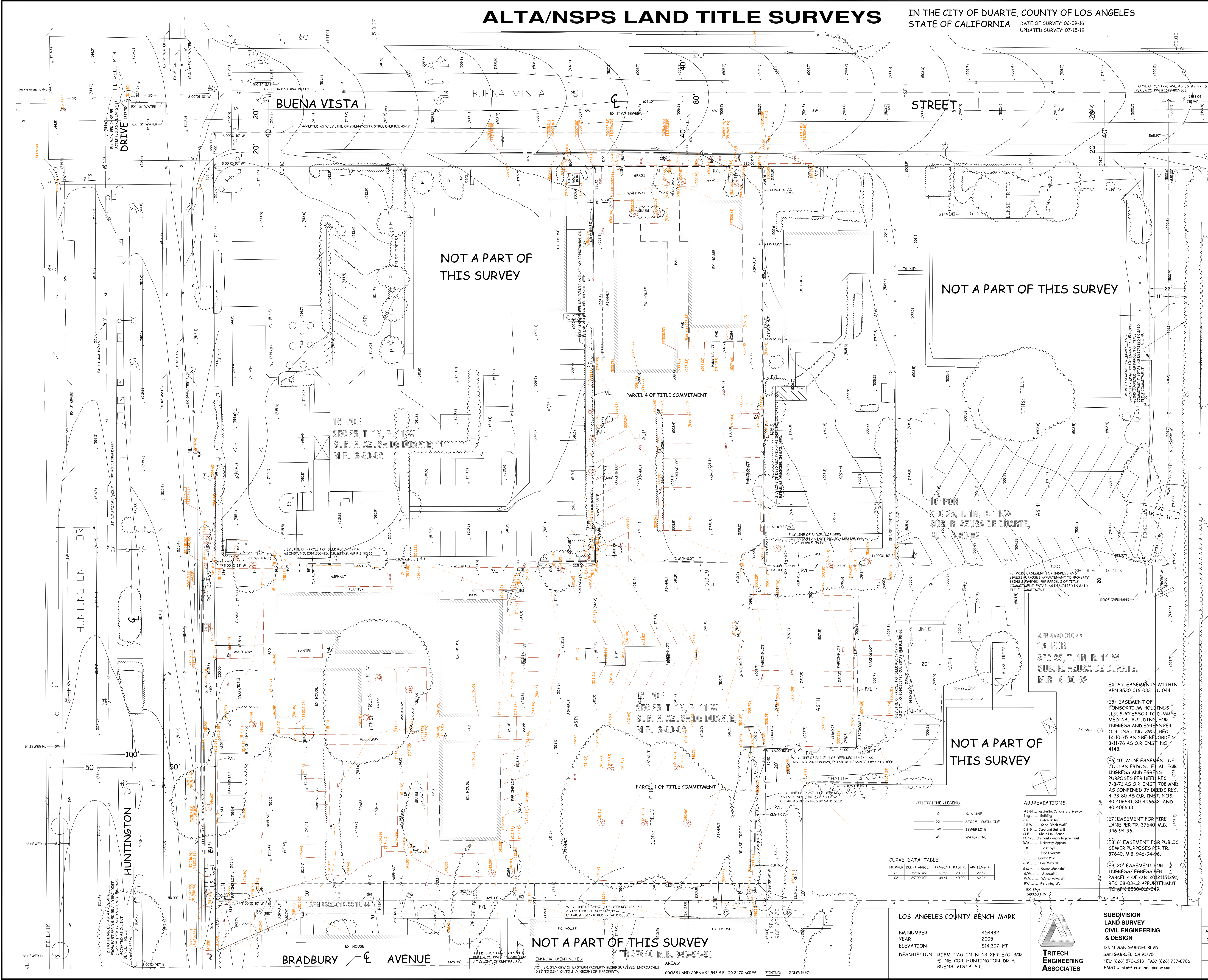
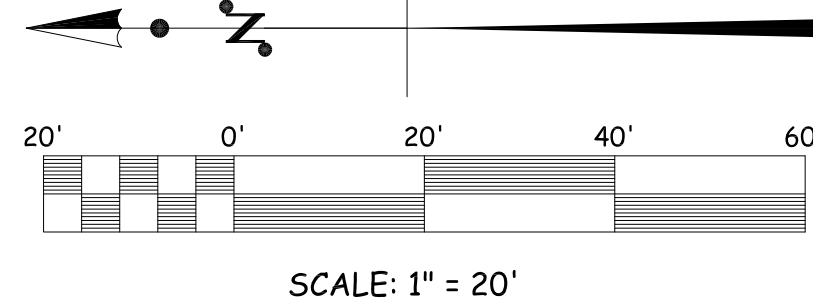
VICINITY MAP

SCALE: N.T.S



ALTA/NSPS LAND TITLE SURVEYS

IN THE CITY OF DUARTE, COUNTY OF LOS ANGELES
STATE OF CALIFORNIA
DATE OF SURVEY: 02-09-16
UPDATED SURVEY: 07-15-19



EASEMENT NOTES FOR 1227 BUENA VISTA STREET

3. THE RIGHT TO TAKE WATER THROUGH SAID LAND AS GRANTED TO MICHAEL WHISTLER BY DEED RECORDED IN BOOK 3, PAGE 437 OF DEEDS. SAID EASEMENT IS BLANKET IN NATURE AND CANNOT BE PLOTTED.
4. AN EASEMENT FOR WATER DITCHES PURPOSES BY DEED RECORDED IN BOOK 36, PAGE 552 OF DEEDS. SAID EASEMENT IS BLANKET IN NATURE AND CANNOT BE PLOTTED.
5. AN EASEMENT FOR THE PURPOSES SHOWN BELOW AND RIGHTS INCIDENTAL THEREOF, AS SET FORTH IN A DOCUMENT PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA AND NSPS AND IN EFFECT ON THE DATE OF THIS CERTIFICATION, UNDERSTANDING FURTHER CERTIFIES THAT IN MY PROFESSIONAL OPINION, AS A LAND SURVEYOR REGISTERED IN THE STATE OF CALIFORNIA, THE RELATIVE POSITIONAL ACCURACY OF THIS SURVEY DOES NOT EXCEED THAT WHICH IS SPECIFIED THEREIN.
6. AN EASEMENT FOR THE PURPOSES SHOWN BELOW AND RIGHTS INCIDENTAL THEREOF, AS SET FORTH IN A DOCUMENT PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA AND NSPS AND IN EFFECT ON THE DATE OF THIS CERTIFICATION, UNDERSTANDING FURTHER CERTIFIES THAT IN MY PROFESSIONAL OPINION, AS A LAND SURVEYOR REGISTERED IN THE STATE OF CALIFORNIA, THE RELATIVE POSITIONAL ACCURACY OF THIS SURVEY DOES NOT EXCEED THAT WHICH IS SPECIFIED THEREIN.
7. AN EASEMENT FOR THE PURPOSES SHOWN BELOW AND RIGHTS INCIDENTAL THEREOF, AS SET FORTH IN A DOCUMENT PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA AND NSPS AND IN EFFECT ON THE DATE OF THIS CERTIFICATION, UNDERSTANDING FURTHER CERTIFIES THAT IN MY PROFESSIONAL OPINION, AS A LAND SURVEYOR REGISTERED IN THE STATE OF CALIFORNIA, THE RELATIVE POSITIONAL ACCURACY OF THIS SURVEY DOES NOT EXCEED THAT WHICH IS SPECIFIED THEREIN.
8. AN EASEMENT FOR THE PURPOSES SHOWN BELOW AND RIGHTS INCIDENTAL THEREOF, AS SET FORTH IN A DOCUMENT PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA AND NSPS AND IN EFFECT ON THE DATE OF THIS CERTIFICATION, UNDERSTANDING FURTHER CERTIFIES THAT IN MY PROFESSIONAL OPINION, AS A LAND SURVEYOR REGISTERED IN THE STATE OF CALIFORNIA, THE RELATIVE POSITIONAL ACCURACY OF THIS SURVEY DOES NOT EXCEED THAT WHICH IS SPECIFIED THEREIN.
9. AN EASEMENT FOR DITCHES AND CONDUITS PURPOSES. RECORDED IN BOOK 332, PAGE 230 OF DEEDS. SAID EASEMENT IS BLANKET IN NATURE AND CANNOT BE PLOTTED.
10. AN EASEMENT FOR WATER FOR IRRIGATION OR DOMESTIC PURPOSES. RECORDED IN BOOK 364, PAGE 90 OF DEEDS. SAID EASEMENT IS BLANKET IN NATURE AND CANNOT BE PLOTTED.
11. AN EASEMENT FOR CONDUITS OR DITCHES FOR CONVEYANCE OF WATER FOR IRRIGATION OR DOMESTIC USE PURPOSES. RECORDED IN BOOK 332, PAGE 230 OF DEEDS. SAID EASEMENT IS BLANKET IN NATURE AND CANNOT BE PLOTTED.
12. AN EASEMENT FOR THE PURPOSES SHOWN BELOW AND RIGHTS INCIDENTAL THEREOF, AS SET FORTH IN A DOCUMENT PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA AND NSPS AND IN EFFECT ON THE DATE OF THIS CERTIFICATION, UNDERSTANDING FURTHER CERTIFIES THAT IN MY PROFESSIONAL OPINION, AS A LAND SURVEYOR REGISTERED IN THE STATE OF CALIFORNIA, THE RELATIVE POSITIONAL ACCURACY OF THIS SURVEY DOES NOT EXCEED THAT WHICH IS SPECIFIED THEREIN.
13. AN EASEMENT FOR PUBLIC STREET, ROAD OR HIGHWAY PURPOSES. RECORDED IN BOOK 23, 1958 AS INSTRUMENT NO. 3121, OFFICIAL RECORDS. AFFECTS THAT PORTION OF THE WESTERLY 20 FEET OF THE EASTERLY 40 FEET OF LOT 16, BEING PART OF STREET DEDICATION OUTSIDE OF PA.
14. AN EASEMENT FOR UTILITIES, PUBLIC AND/OR PRIVATE PURPOSES. RECORDED IN BOOK 332, PAGE 230 OF DEEDS. SAID EASEMENT IS PLOTTED HEREON AS (E).

EASEMENT NOTES FOR 1230 HUNTINGTON DRIVE

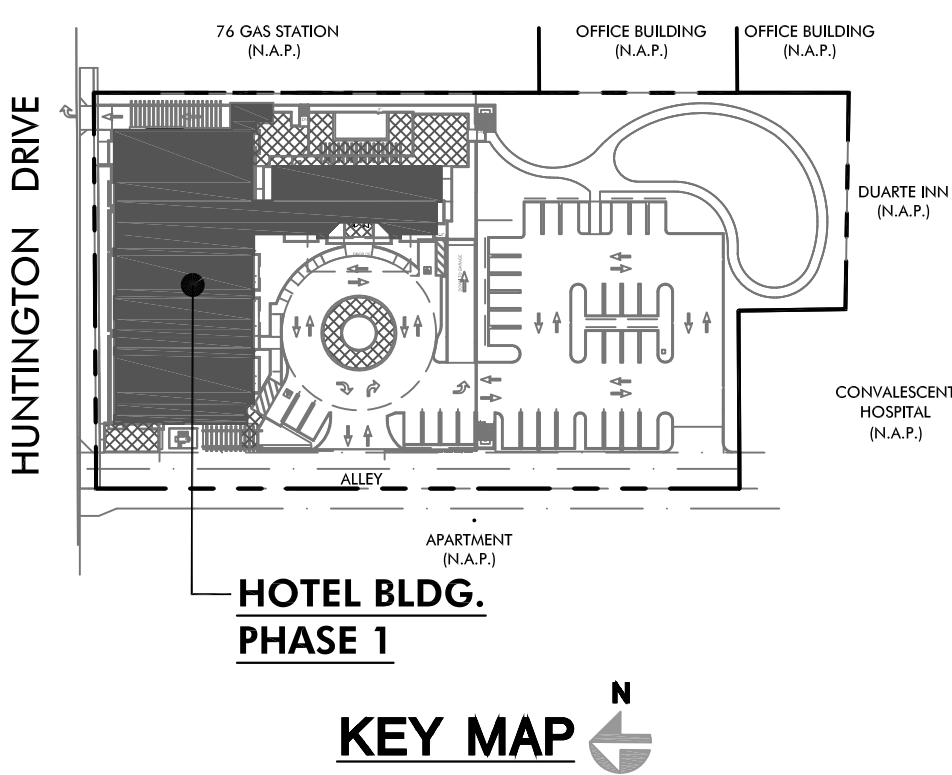
3. THE RIGHT TO TAKE WATER THROUGH SAID PROPERTY, AS GRANTED TO MICHAEL WHISTLER BY DEED RECORDED IN BOOK 3, PAGE 437 OF DEEDS. SAID EASEMENT HAS BEEN QUITCLAIMED AS TO THE NORTHERLY 225 FEET OF SAID PARCEL 1 BY DEED FROM DUARTE WATER CO. RECORDED JUNE 10, 1960 AS INSTRUMENT NO. 1567, IN BOOK 387, PAGE 921, OF OFFICIAL RECORDS. SAID EASEMENT IS BLANKET IN NATURE AND NOT PLOTTED HEREON.
4. AN EASEMENT FOR WATER DITCHES PURPOSES GRANTED TO THOMAS MARCELL. RECORDED IN BOOK 96, PAGE 552 OF DEEDS. SAID EASEMENT HAS BEEN QUITCLAIMED AS TO THE NORTHERLY 225 FEET OF SAID PARCEL 1 BY DEED FROM DUARTE WATER CO. RECORDED JUNE 10, 1960 AS INSTRUMENT NO. 1567, IN BOOK 387, PAGE 921, OF OFFICIAL RECORDS. SAID EASEMENT IS BLANKET IN NATURE AND NOT PLOTTED HEREON.
5. AN EASEMENT FOR PUBLIC UTILITIES PURPOSES GRANTED TO SOUTHERN CALIFORNIA EDISON COMPANY, RECORDED IN BOOK 332, PAGE 230 OF DEEDS. SAID EASEMENT IS PLOTTED HEREON AS (E).
6. AN EASEMENT FOR INGRESS AND EGRESS PURPOSES GRANTED TO THEOREME OWENSON, RECORDED IN BOOK 332, PAGE 230 OF DEEDS. SAID EASEMENT IS PLOTTED HEREON AS (E).
7. AN EASEMENT FOR INGRESS AND EGRESS PURPOSES GRANTED TO ZOLTAN ERDOSI AND FRIDA ERDOSI, HUSBAND AND WIFE AS JOINT TENANTS AS TO AN UNDIVIDED 50% INTEREST, AND JENNIE ANGUILLI A MARIED WOMAN, AS HER SOLE AND SEPARATE PROPERTY AS TO AN UNDIVIDED 50% INTEREST. RECORDED APRIL 23, 1980 AS INSTRUMENT NO. 80-406434 OF OFFICIAL RECORDS. SAID EASEMENT IS PLOTTED HEREON AS (E).

GENERAL NOTES:

PROJECT: ALTA/NSPS LAND TITLES SURVEY
PROJECT ADDRESS: 1230 HUNTINGTON DRIVE AND 1227 BUENA VISTA STREET, DUARTE, CA 91030
ASSESSOR MAP PARCEL: 8530-016-017 AND 8530-017-003
RECORD OWNER: TITLE TO THE ESTATE OR INTEREST IN THE LAND IS VESTED IN:
CONSORTIUM HOLDINGS LLC, A CALIFORNIA LIMITED LIABILITY COMPANY, PER DOCUMENTS REC. 06-28-16 AS INSTRUMENT NO. 20160745546 AND 20160745549, BOTH OF OFFICIAL RECORDS.
TITLE COMMITMENT:
PRELIMINARY REPORT ORDER NO. 5330239-EP
DATED JUNE 19, 2015 AND ORDER NO. 950992-3A
DATED APRIL 23, 2015
ISSUED BY:
WIFE NATIONAL TITLE INSURANCE COMPANY
ADDRESS: 700 N. BRAND BLVD., SUITE 1100,
GLENNDALE, CA 91203
(TEL) 818-638-7501 (FAX) 818-240-2196
TITLE OFFICERS: ERNIE POLLARD AND JULIE ALVARADO.
SURVEYOR'S CERTIFICATE
TO: CONSORTIUM HOLDINGS LLC, A CALIFORNIA LIMITED LIABILITY COMPANY (RECORD OWNERS) AND WIFE NATIONAL TITLE INSURANCE COMPANY.
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE "MINIMUM STANDARD DETAIL REQUIREMENTS FOR LAND SURVEYS" TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS IN 2011, AND INCLUDES ITEMS 2, 3, 4, 5, 6, 8, 9, 11 AND 14 OF TABLE A THEREOF, PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA AND NSPS AND IN EFFECT ON THE DATE OF THIS CERTIFICATION, UNDERSTANDING FURTHER CERTIFIES THAT IN MY PROFESSIONAL OPINION, AS A LAND SURVEYOR REGISTERED IN THE STATE OF CALIFORNIA, THE RELATIVE POSITIONAL ACCURACY OF THIS SURVEY DOES NOT EXCEED THAT WHICH IS SPECIFIED THEREIN.
DATE: 07-15-19
MAHMOUD KHALIL SAMAME
REGISTERED SURVEYOR
STATE OF CALIFORNIA
REGISTERED NO. 8746
REVISION 1-15-19 EASEMENT UPDATED
REVISION 1-12-19 OWNERSHIP OF EASEMENT CLARIFIED
REVISION 5-24-19 ADDING LOTS TOPO DETAILS UPDATED
REVISION 5-26-19 LEGAL DESCRIPTION UPDATED
REVISION 5-25-19 EX UTILITIES UPDATED

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

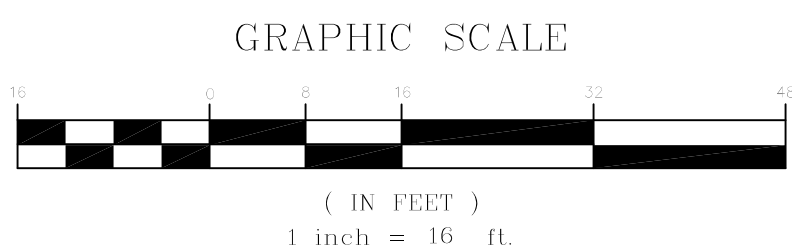
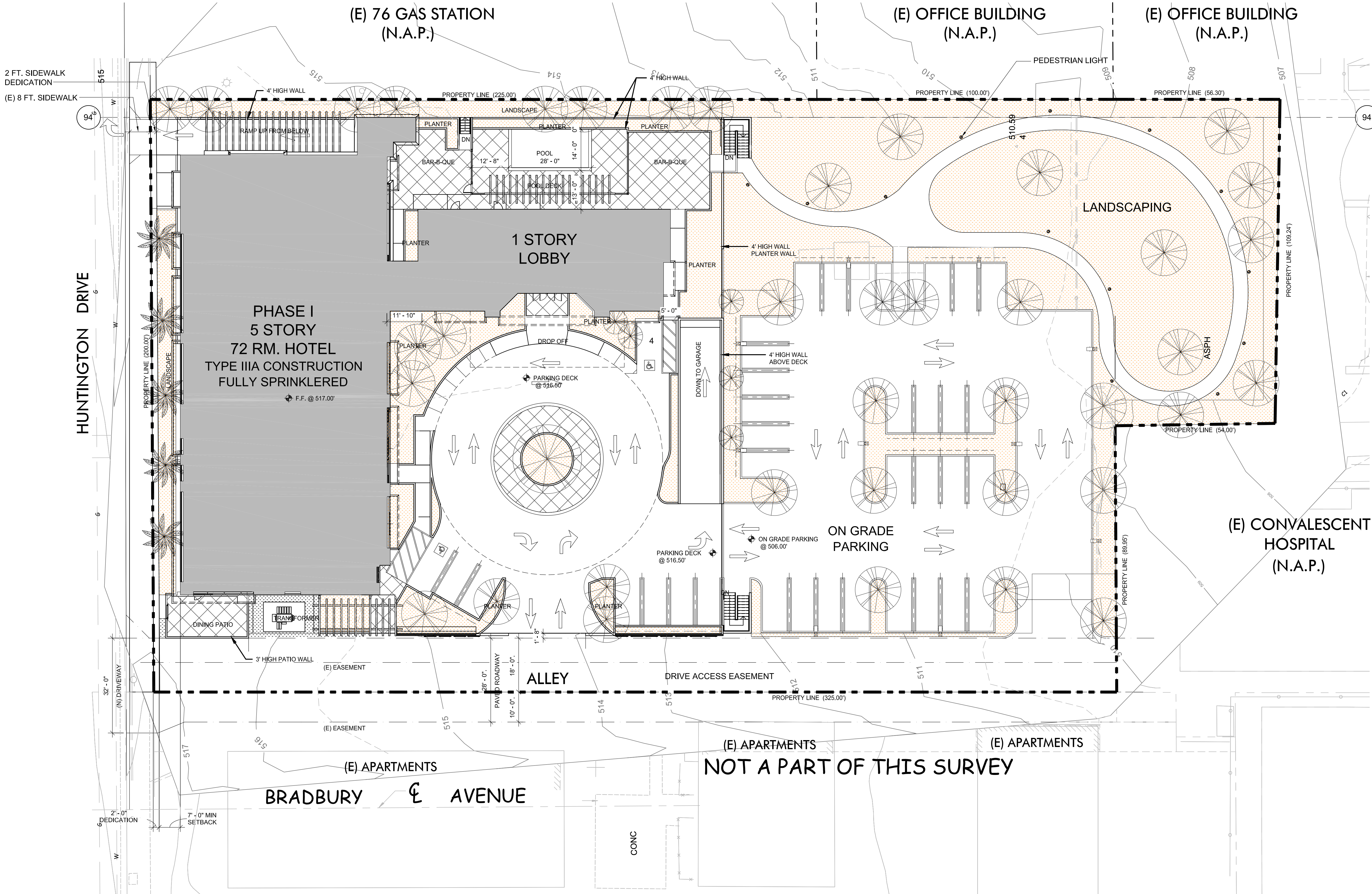
ISSUES / REVISIONS		
No.	DATE	DESCRIPTION
1	09.09.19	SITE PLAN REVIEW SUBMITTAL
2	10.28.19	ARCHITECTURAL REVIEW BOARD SUBMITTAL

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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

**OVERALL SITE PLAN
(PHASE I)**

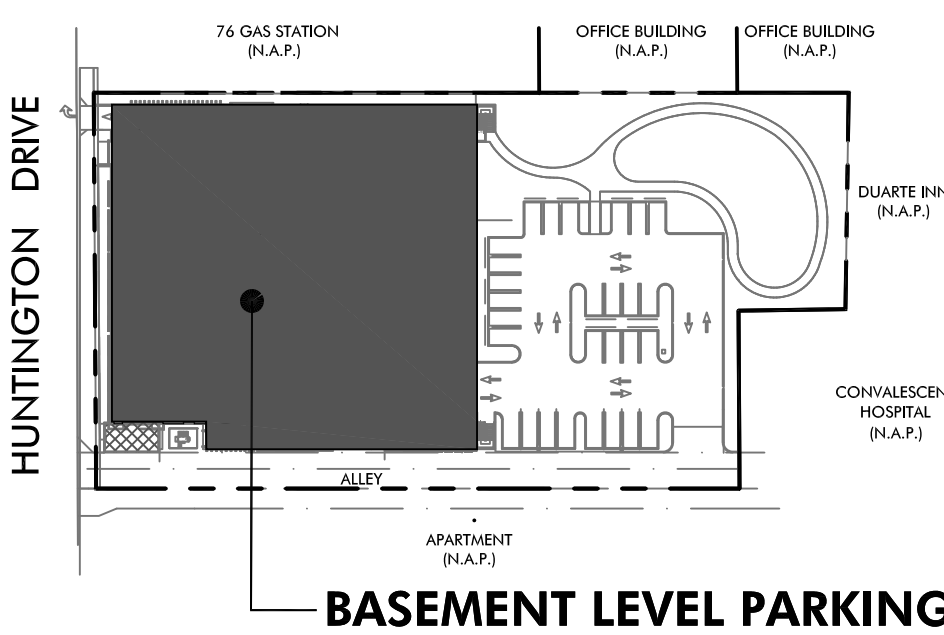
SHEET NUMBER:
A010-1



NOTE:
See Sheet T 100 for proposed building and parking summary.

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



KEY MAP

HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

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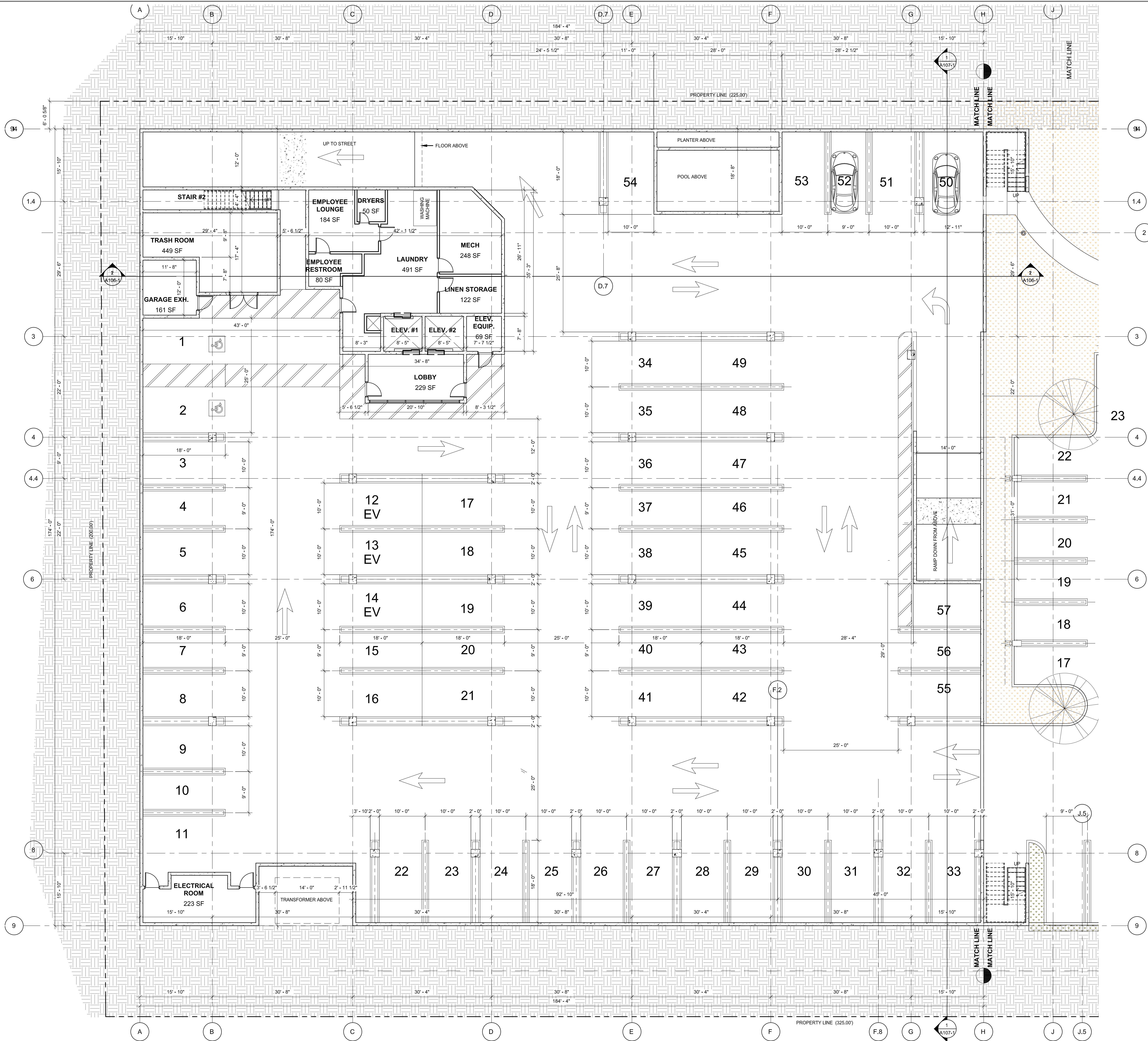
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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

**BASEMENT PARKING LEVEL 1
SEGMENT A (PHASE I)**

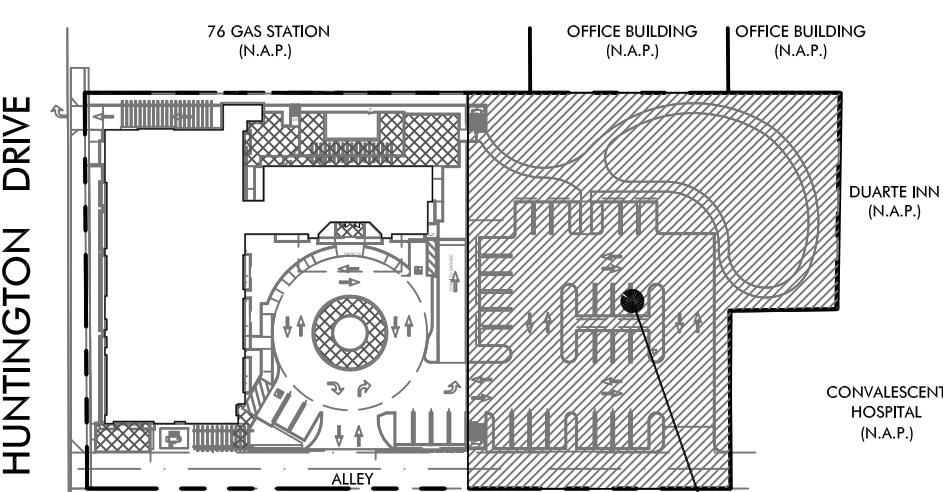
SHEET NUMBER:

A101-1A



A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



BASEMENT LEVEL PARKING

KEY MAP

**HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA**
1230 Huntington Drive
Duarte, California 91010

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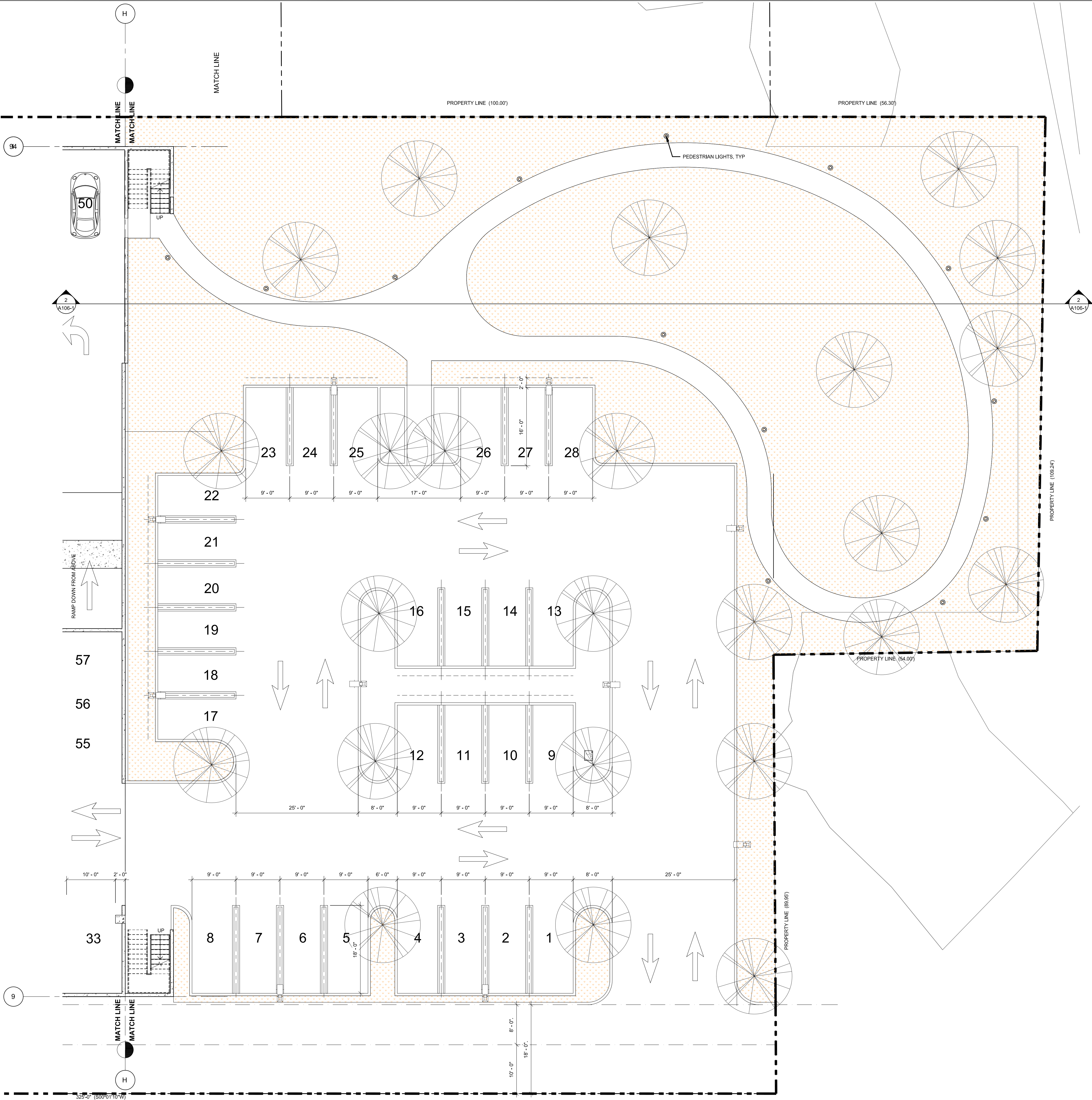
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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

SEGMENT B (PHASE I)

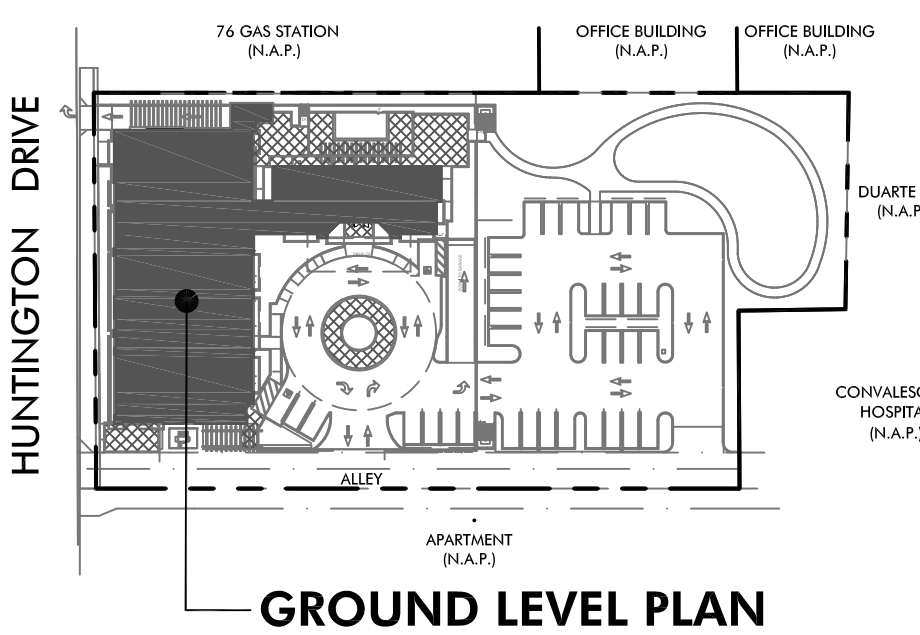
SHEET NUMBER:

A101-1B



A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

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2	10.28.19	ARCHITECTURAL REVIEW BOARD SUBMITTAL

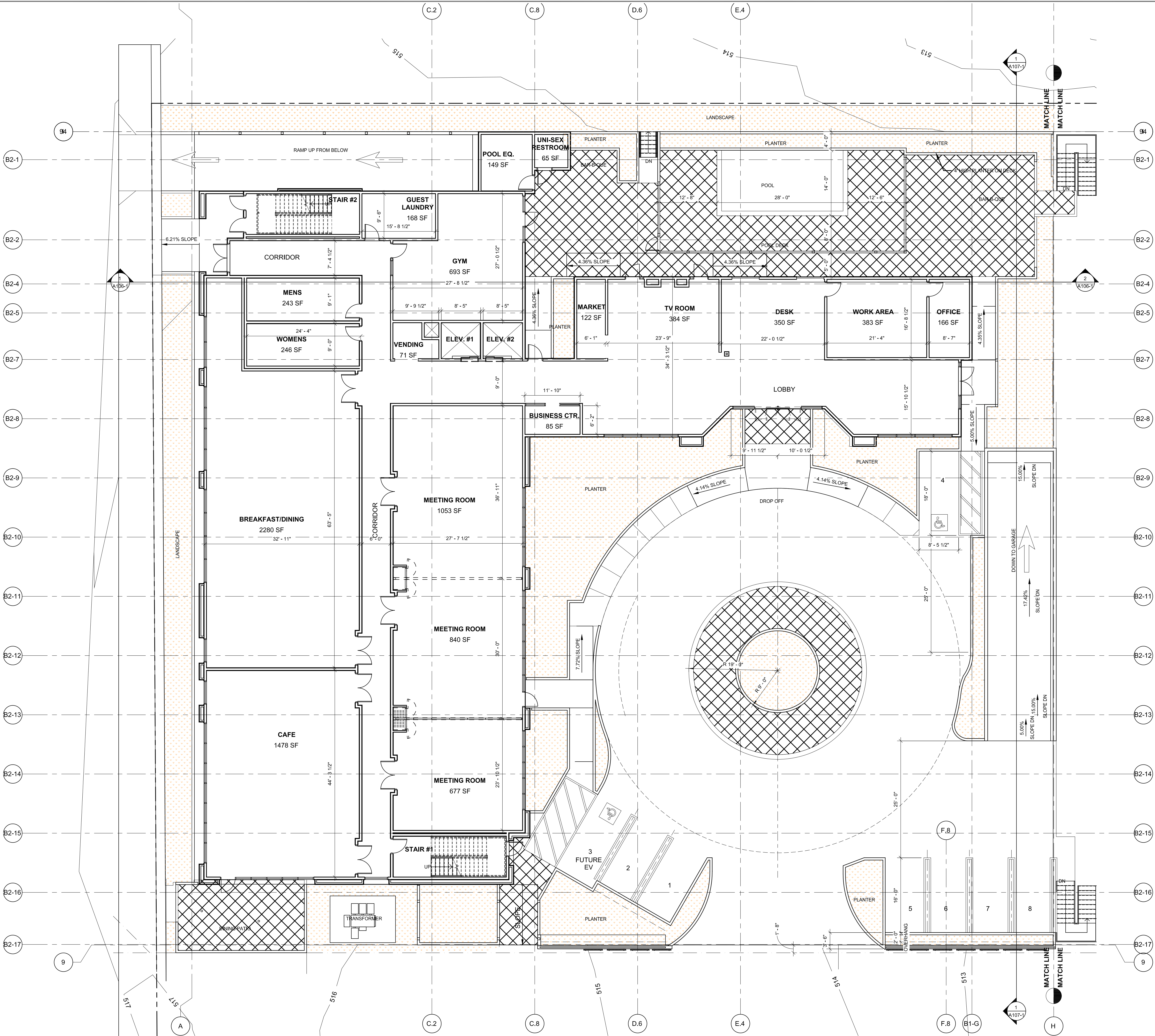
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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

**GROUND LEVEL PLAN
(PHASE I)**

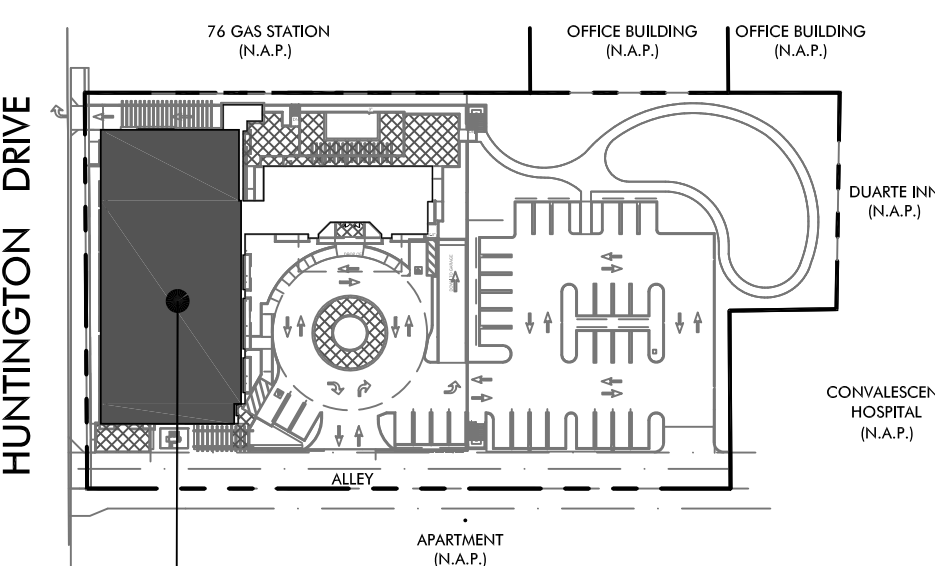
SHEET NUMBER:

A102-1



A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



SECOND FLOOR PLAN

KEY MAP

HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

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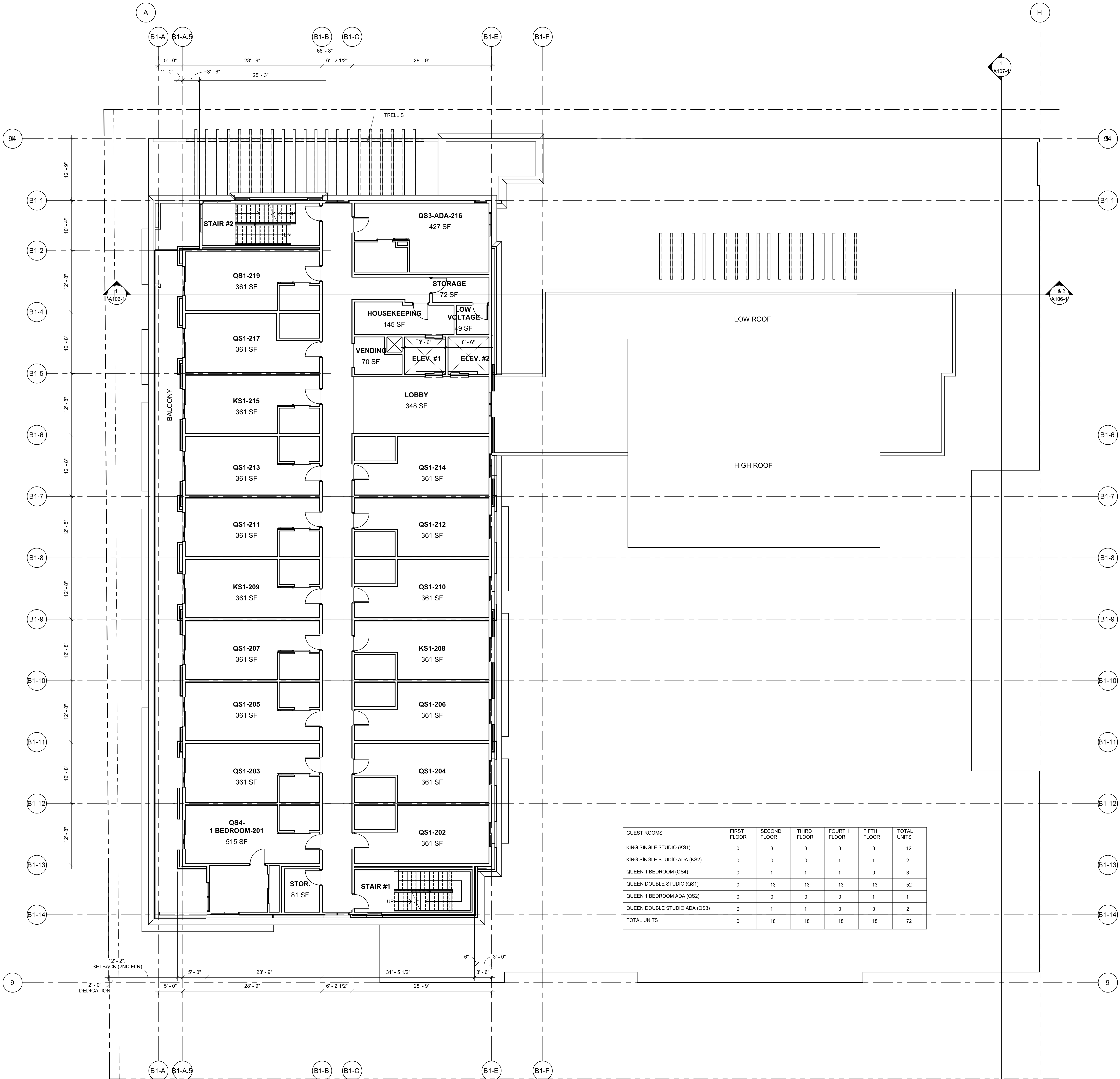
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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

**SECOND FLOOR PLAN/
LOBBY/LOW ROOF
(PHASE I)**

SHEET NUMBER:

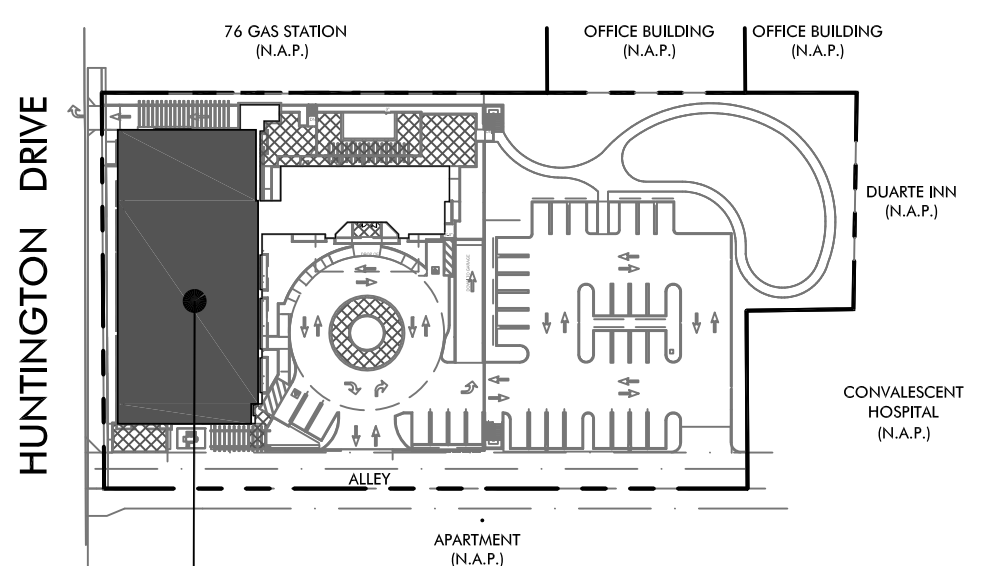
A103-1



GUEST ROOMS	FIRST FLOOR	SECOND FLOOR	THIRD FLOOR	FOURTH FLOOR	FIFTH FLOOR	TOTAL UNITS
KING SINGLE STUDIO (KS1)	0	3	3	3	3	12
KING SINGLE STUDIO ADA (KS2)	0	0	0	1	1	2
QUEEN 1 BEDROOM (QS4)	0	1	1	1	0	3
QUEEN DOUBLE STUDIO (QS1)	0	13	13	13	13	52
QUEEN 1 BEDROOM ADA (QS2)	0	0	0	0	1	1
QUEEN DOUBLE STUDIO ADA (QS3)	0	1	1	0	0	2
TOTAL UNITS	0	18	18	18	18	72

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



THIRD & FOURTH FLOORS



HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

No.	DATE	DESCRIPTION
1	09.09.19	SITE PLAN REVIEW SUBMITTAL
2	10.28.19	ARCHITECTURAL REVIEW BOARD SUBMITTAL

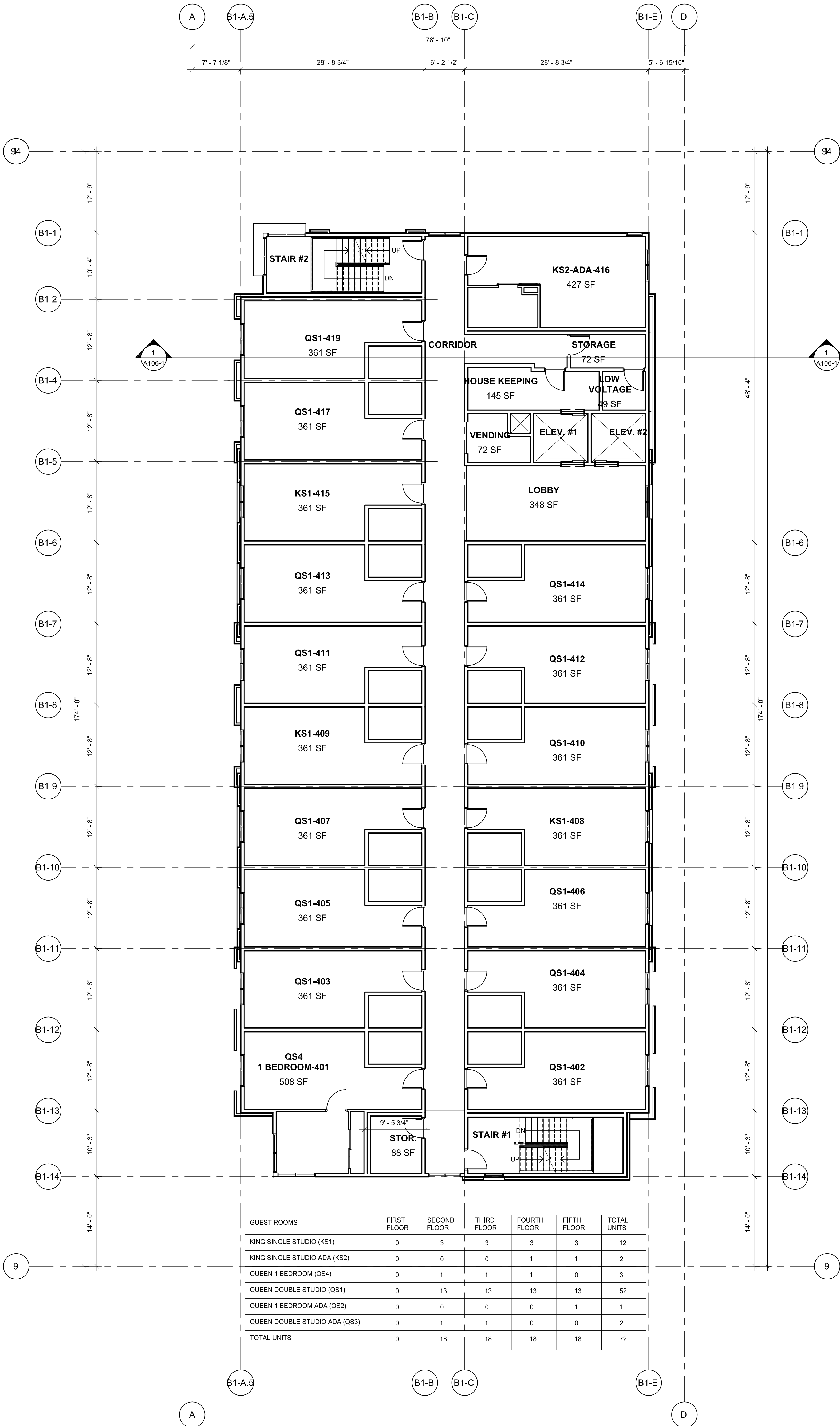
AS INSTRUMENTS OF SERVICE, ALL DESIGNS, IDEAS, AND INFORMATION SHOWN ON THESE DRAWINGS ARE AND SHALL REMAIN THE PROPERTY OF MCKENTLY + ASSOCIATES. NO PART THEREOF SHALL BE COPIED, DISCLOSED TO OTHERS, OR USED IN CONNECTION WITH ANY WORK OR PROJECT OTHER THAN THE SPECIFIC PROJECT FOR WHICH THEY HAVE BEEN PREPARED AND DEVELOPED WITHOUT THE WRITTEN CONSENT OF MCKENTLY + ASSOCIATES. VISUAL CONTACT WITH THESE DRAWINGS SHALL CONSTITUTE CONCLUSIVE EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS.

JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

**THIRD FLOOR &
FOURTH FLOOR PLANS
(PHASE I)**

SHEET NUMBER:

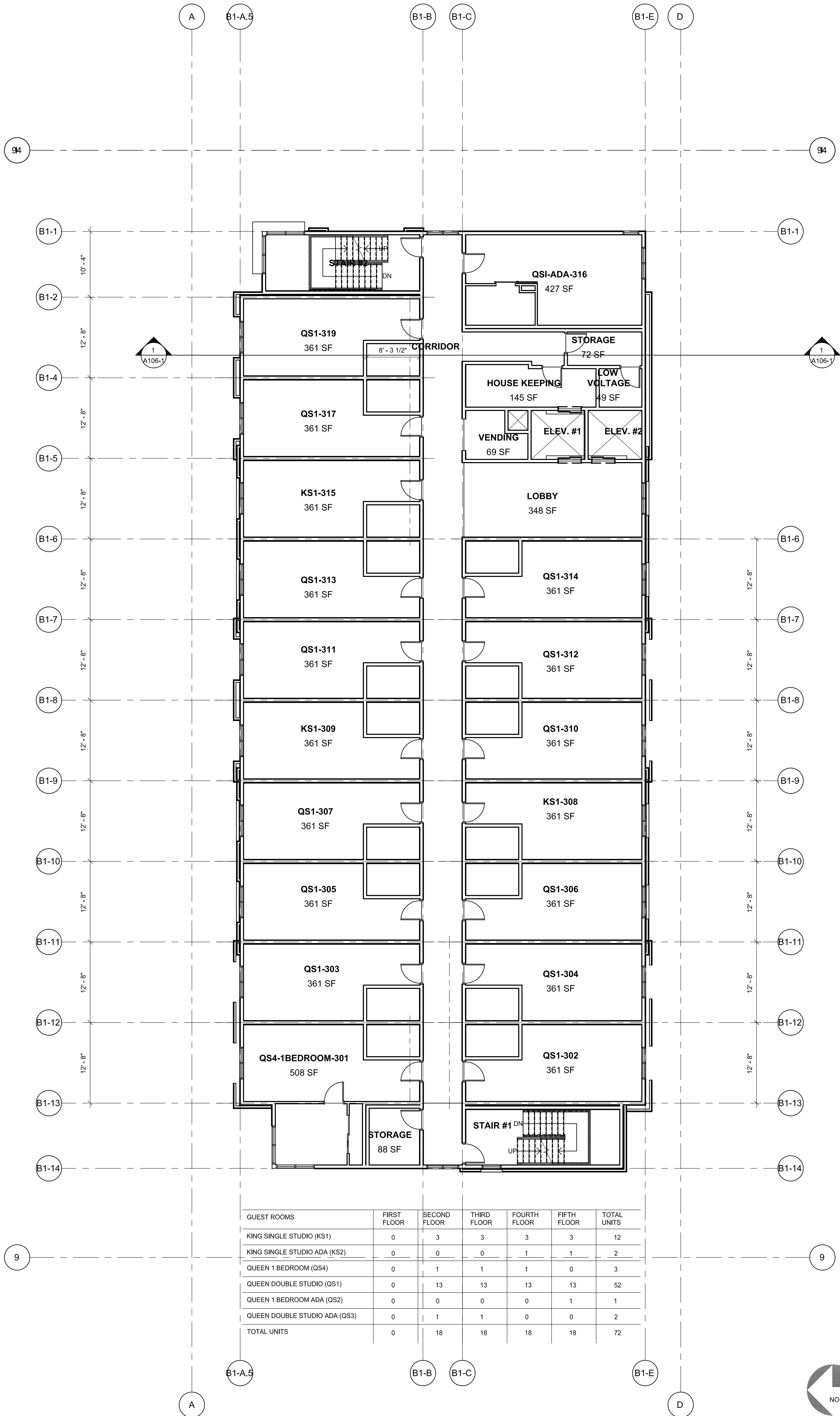
A104-1



FOURTH FLOOR (PHASE I)

SCALE: 1/8" = 1'-0"

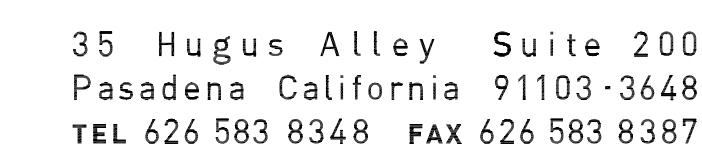
2



THIRD FLOOR (PHASE I)

SCALE: 1/8" = 1'-0"

1



A PROJECT FOR:

1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



KEY MAP

1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

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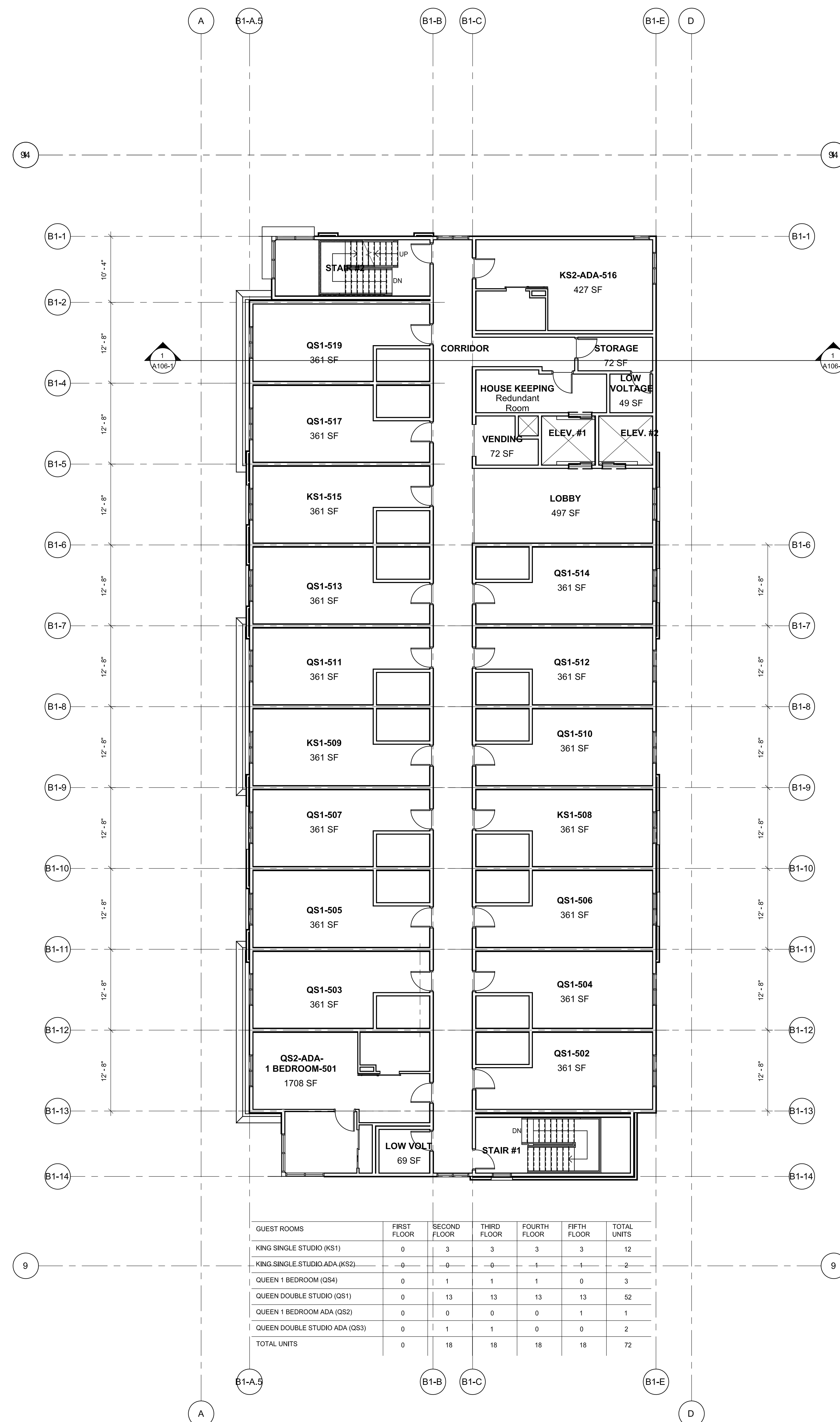
DATE: 10.28.19

SHEET DESCRIPTION:

FIFTH FLOOR PLAN
& ROOF PLAN
(PHASE I)

SHEET NUMBER:

A105-1



GUEST ROOMS	FIRST FLOOR	SECOND FLOOR	THIRD FLOOR	FOURTH FLOOR	FIFTH FLOOR	TOTAL UNITS
KING SINGLE STUDIO (KS1)	0	3	3	3	3	12
KING SINGLE STUDIO ADA (KS2)	0	0	0	1	1	2
QUEEN 1 BEDROOM (QS4)	0	1	1	1	0	3
QUEEN DOUBLE STUDIO (QS1)	0	13	13	13	13	52
QUEEN 1 BEDROOM ADA (QS2)	0	0	0	0	1	1
QUEEN DOUBLE STUDIO ADA (QS3)	0	1	1	0	0	2
TOTAL UNITS	0	18	18	18	18	72

SCALE: 1/8" = 1'-0"

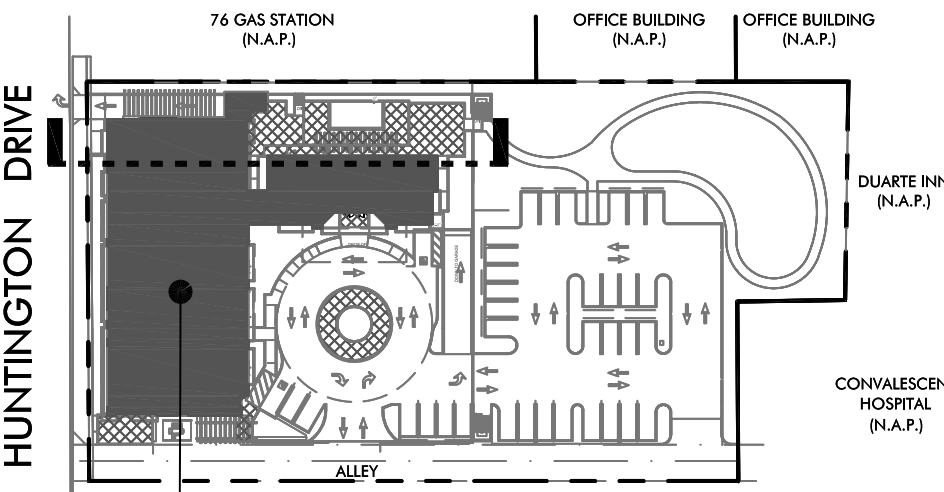
SCALE: 1/8" = 1'-0"

**McKently
Malak**
ARCHITECTS

35 Hugus Alley Suite 200
Pasadena California 91103-3648
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A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



GROUND LEVEL PLAN

KEY MAP

**HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA**
1230 Huntington Drive
Duarte, California 91010

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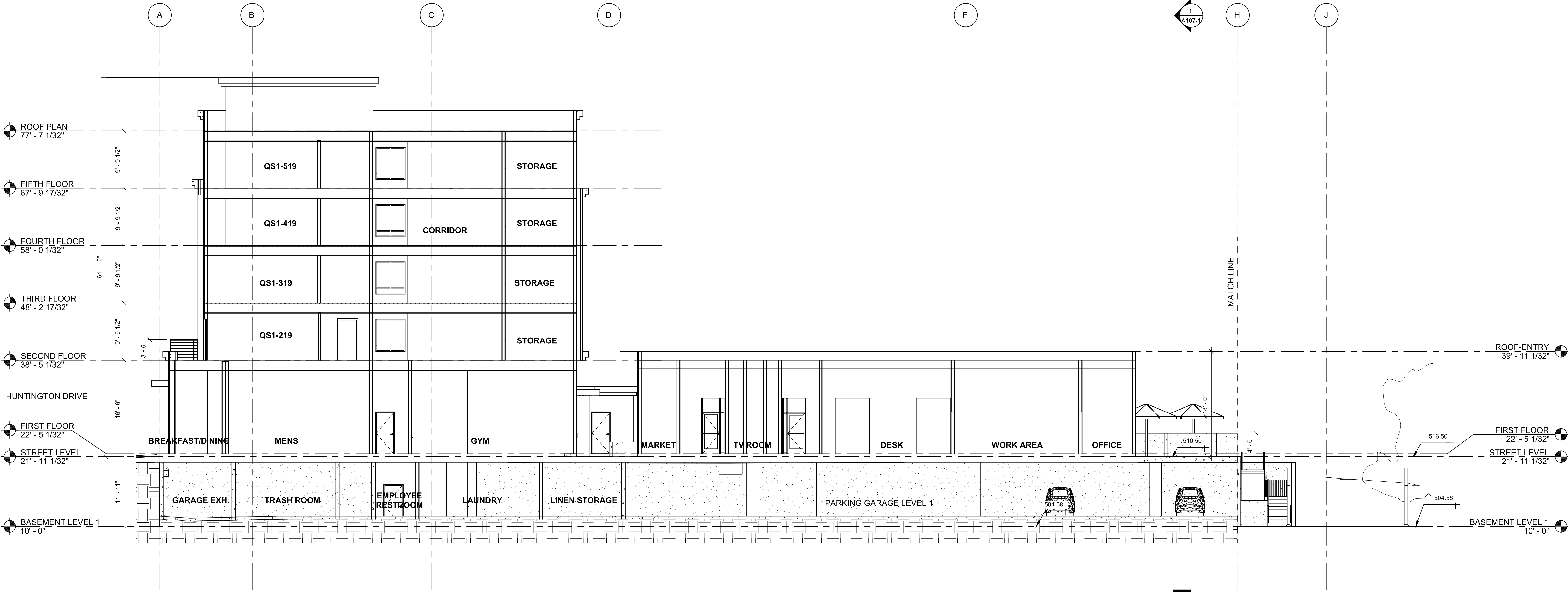
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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

**BUILDING SECTION
(PHASE I)**

SHEET NUMBER:

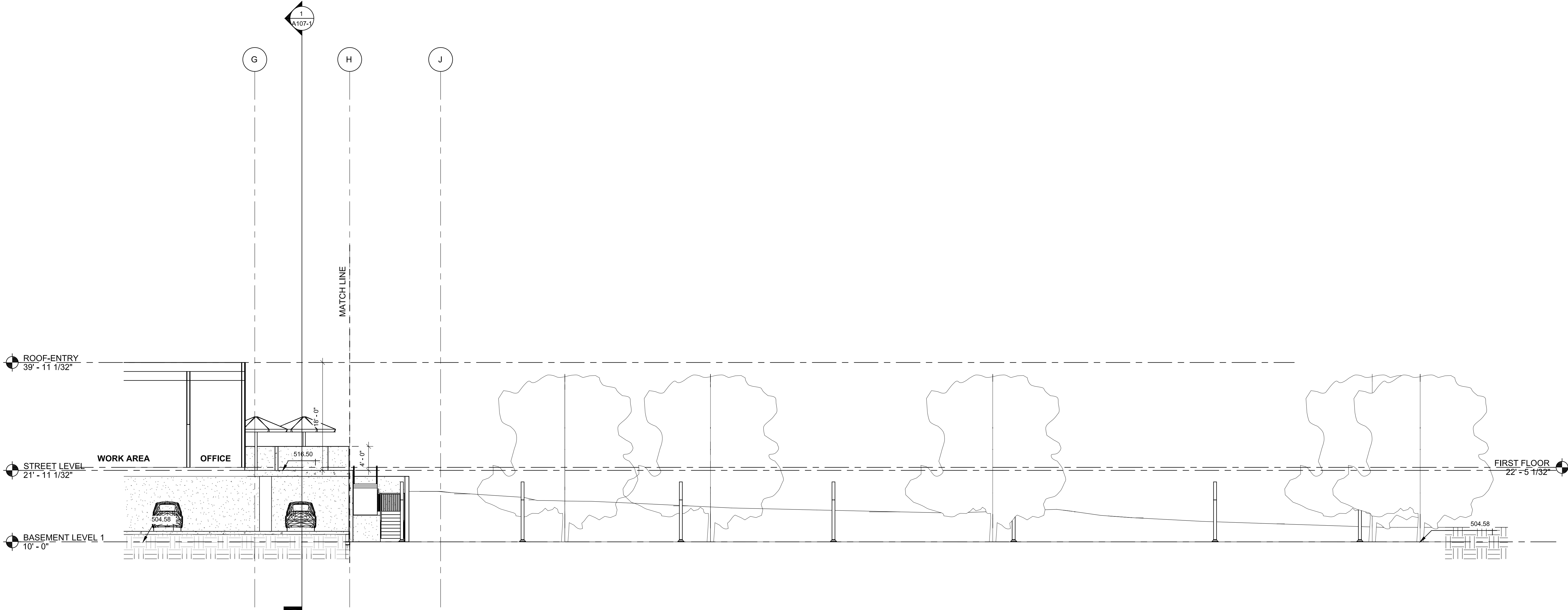
A106-1



BUILDING SECTION (PHASE I)

SCALE: 1/8" = 1'-0"

1



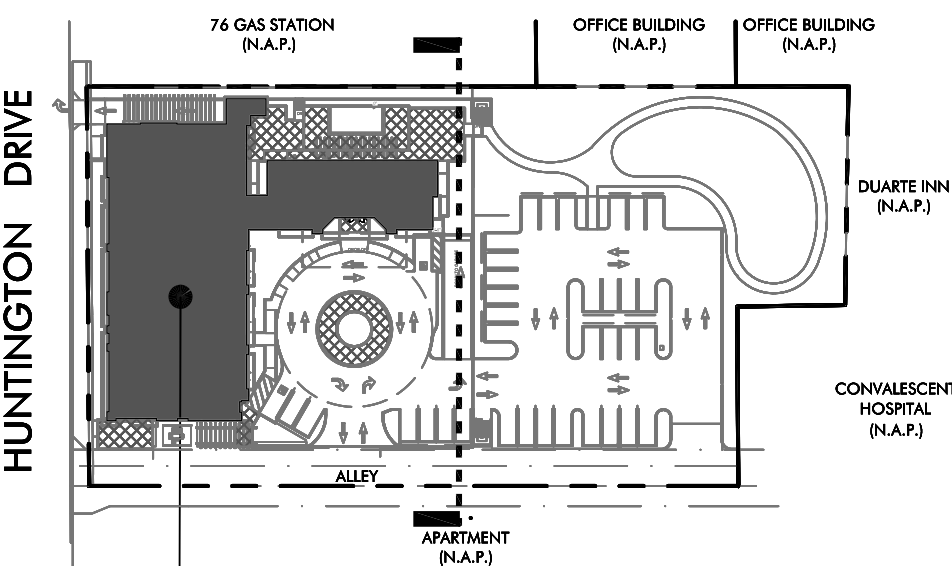
BUILDING SECTION CONT. (PHASE I)

SCALE: 1/8" = 1'-0"

2

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



GROUND LEVEL PLAN

KEY MAP

BUILDING SECTION (PHASE I)

SCALE: 1/8" = 1'-0"

1

HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

BUILDING SECTION
(PHASE I)

SHEET NUMBER:

A107-1

SCALE: 1/8" = 1'-0"

-



PHASE - 1 NORTH ELEVATION AT HUNTINGTON DRIVE

SCALE: 3/32" = 1'-0"

1

CONT'. FINISH LEGEND

PAINT COLORS

- | | |
|---|------------------------------------|
| - | PAINT |
| A | COLOR: DE 6372 LACE VAIL |
| | BY: DUNN EDWARDS |
| - | PAINT |
| B | COLOR: DE 6367 COVERED IN PLATINUM |
| | BY: DUNN EDWARDS |
| - | PAINT |
| C | COLOR: DEC 787 MYTHICAL BLUE |
| | BY: DUNN EDWARDS |
| - | PAINT |
| D | COLOR: DE 5257 FALL FOLIAGE |
| | BY: DUNN EDWARDS |
| - | PAINT |
| E | COLOR: 6385 BLACK BEAN |
| | BY: DUNN EDWARDS |
| - | PAINT |
| F | COLOR: 6376 LOOKING GLASS |
| | BY: DUNN EDWARDS |



PHASE - 1 SOUTH ELEVATION

SCALE: 3/32" = 1'-0"

2

FINISH LEGEND

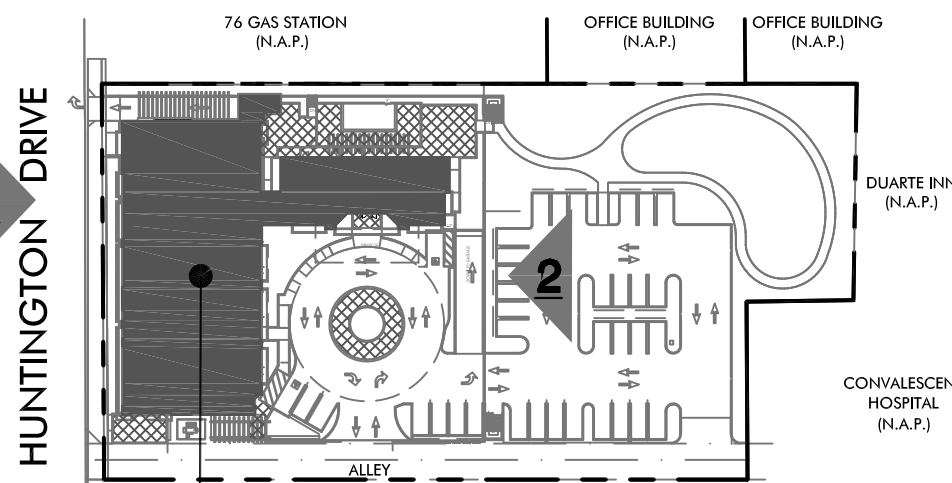
- | KEY | MATERIAL |
|---------|---|
| 1
- | STUCCO
MANUFACTURER: HIGHLAND STUCCO
SMOOTH STEEL TROWEL
PAINT COLOR: BY DUNN EDWARDS |
| 2
- | STOREFRONT
MANUFACTURER: EFCO
FINISH: BLACK ANODIZED ALUMINUM
MANUFACTURE: OLDCASTLE 1" LOW E-GLAZING
VIRACON V933 WARM GREY #2
A. STOREFRONT GLASS
B. SPANDREL GLASS |
| 3
- | AUTOMATIC ENTRANCE
MANUFACTURER: STANLEY
MODEL: DURA-GLIDE 2000 AUTOMATIC SLIDING DOOR
FINISH: BLACK ANODIZED ALUMINUM |
| 4
- | UNIT WINDOWS
MANUFACTURER: REHAU
MODEL: SYSTEM 4500 TILT TURN WINDOWS
COLOR: MIDNIGHT (SOLID) |
| 5
- | UNIT SLIDING DOORS
MANUFACTURER: REHAU
MODEL: SYSTEM 2100 SLIDING DOORS
COLOR: MIDNIGHT |
| 6
- | METAL WALL PANELS
MANUFACTURER: ATAS
MODEL: METAFOR
COLOR: SLATE GRAY |
| 7
- | BRICK VENEER
MANUFACTURER: GENERAL SHALE
MODEL / COLOR: DANBURY |
| 8
- | COPING
MANUFACTURER: BY GENERAL CONTRACTOR
COLOR: DE 6367 COVERED IN PLATINUM
BY DUNN EDWARDS |
| 9
- | STONE VENEER
MANUFACTURER: EL DORADO STONE
MODEL: LONGITUDE 24, 12"x24"
COLOR: SILENT GRAY |
| 10
- | STEEL CANOPY
MANUFACTURER: BY GENERAL CONTRACTOR
FINISH: PAINTED
COLOR: DE 6376 LOOKING GLASS
BY DUNN EDWARDS |
| 11
- | STEEL EYEBROW
MANUFACTURER: BY GENERAL CONTRACTOR
FINISH: PAINTED
COLOR: DE 6376 LOOKING GLASS
BY DUNN EDWARDS |
| 12
- | STEEL TRELLIS
MANUFACTURER: BY GENERAL CONTRACTOR
FINISH: PAINTED STEEL
COLOR: DE 6376 LOOKING GLASS
BY DUNN EDWARDS |
| 13
- | STANDING SEAM METAL ROOF
MANUFACTURER: ATAS
MODEL: 1 1/2" FIELD-LOC SYSTEM
COLOR: SLATE GRAY 20 |
| 14
- | SLOPE ROOF EAVES
MANUFACTURER: BY GENERAL CONTRACTOR
FINISH: NATURAL WOOD - ARCHITECTURAL GRADE
COLOR: CALIFORNIA RUSTIC ST-130-BEHR PREMIUM
SEMI TRANS. WATERPROOFING STAIN/SEALER |
| 15
- | VERTICAL METAL KNEE BRACING
MANUFACTURE: BY GENERAL CONTRACTOR
FINISH: PAINTED STEEL
COLOR: DE 6376 LOOKING GLASS
PAINT BY DUNN EDWARDS |
| 16
- | CABLE / METAL RAILING
MANUFACTURE: BY GENERAL CONTRACTOR
FINISH: PAINTED
COLOR: DE 6385 BLACK BEAN
BY DUNN EDWARDS |
| 17
- | STEP LIGHTS
MANUFACTURER: BEGA
MODEL: 33046
COLOR: BLACK |
| 18
- | WALL SCONCE
MANUFACTURER: LUMINUS
MODEL: ECLIPSE MINI - LED EC613-EC6W
COLOR: BLACK |
| 19
- | WALL SCONCE
MANUFACTURER: TMS LIGHTING LED
MODEL: TUCORE WALL LUMINAIRE, TUW-410-24
COLOR: MATTE BLACK |
| 20
- | TRELLIS LIGHTS
MANUFACTURE: LIGHTWAY
MODEL: PDSW-1-LED
COLOR: SATIN BLACK |
| 21
- | PEDESTRIAN POLE LIGHT
MANUFACTURER: LUMINUS
MODEL: ECLIPSE MINI - LED EC613, PA4412
COLOR: BLACK |
| 22
- | WALL SCONCE (SERVICE DOORS)
MANUFACTURER: BEGA
MODEL: 33 224 LED
COLOR: BLACK |
| 23
- | LIGHT BOLLARDS
MANUFACTURER: LUMINUS
MODEL: MA30 MAYA-LED
COLOR: BLACK |
| 24
- | BIKE RACKS
MANUFACTURER: VICTOR STANLEY
MODEL: FREESIA BIKE RACK
COLOR: BLACK |
| 25
- | CMU BLOCK
MANUFACTURER: ORCO
MODEL: BURNISH BLOCK
COLOR: GRAY LW |
| 26
- | GREENSCREEN
MANUFACTURER: GREENSCREEN
COLOR: MATTE TEXTURE GREEN |
| 27
- | CONCRETE PAVING
MANUFACTURER: BY GENERAL CONTRACTOR
FINISH: ACID WASH FINISH, SAW CUT LINES
COLOR: NATURAL GRAY |
| 28
- | TRASH RECEPTACLES
MANUFACTURER: VICTOR STANLEY
MODEL: SDC-36
COLOR: BLACK |
| 29
- | PATIO FURNITURE
MANUFACTURER: EMU CONTRACT
TABLE
MODEL: CAMBI #802 MESH 36" SQ. 22A / IRON
ARM CHAIR
MODEL: SEGNO #268, 22A / IRON
UMBRELLAS:
ALUMINUM 118" SQ. W/ BASE
COLOR: WHITE CANOPY |
| 30
- | METAL CUT SCREENS
MANUFACTURER: ARTISAN PANELS INC.
MODEL: ABSTRACT 118 - DROPLETS
MODEL: ABSTRACT 138 - GRAVEL
FINISH: PAINTED ALUMINUM - SATIN BLACK |
| 31
- | LANDSCAPE POTS
MANUFACTURER: OLD TOWN FIBERGLASS
MODEL: PONTO (SIZE VARIES IN HT. AND DIA.)
COLOR: LIGHT GRAY 16 |
| 32
- | PARKING AREA LIGHTS
MANUFACTURER: KIM LIGHTING
MODEL: ALTITUDE 1
COLOR: BLACK |

**McKently
Malak**
ARCHITECTS

35 Hugus Alley Suite 200
Pasadena California 91103-3648
TEL 626 583 8348 FAX 626 583 8387

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



**HOTEL BLDG.
PHASE 1**

KEY MAP

**HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA**
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

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DATE: 10.28.19
SHEET DESCRIPTION:

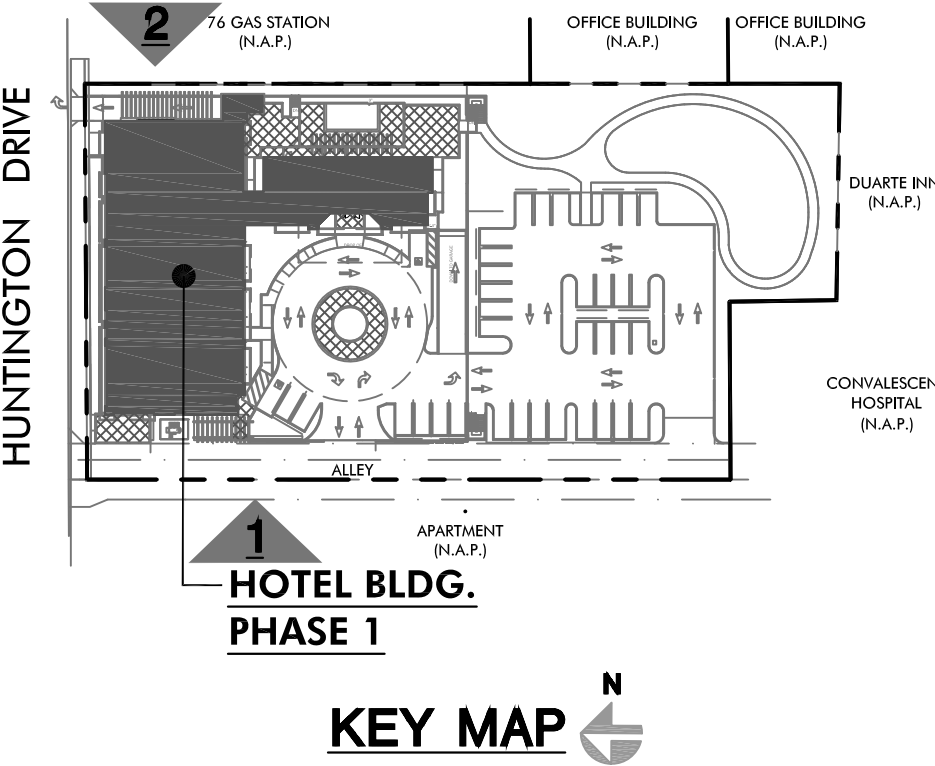
**PROPOSED
EXTERIOR ELEVATIONS
(PHASE 1)**

SHEET NUMBER:

A201-1

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



PHASE - 1 WEST ELEVATION

SCALE: 3/32" = 1'-0"

1

HAWTHORN SUITES BY WYNDHAM
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1230 Huntington Drive
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DRAWN BY: /MH CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

PROPOSED
EXTERIOR ELEVATIONS
(PHASE 1)

SHEET NUMBER:

A202-1

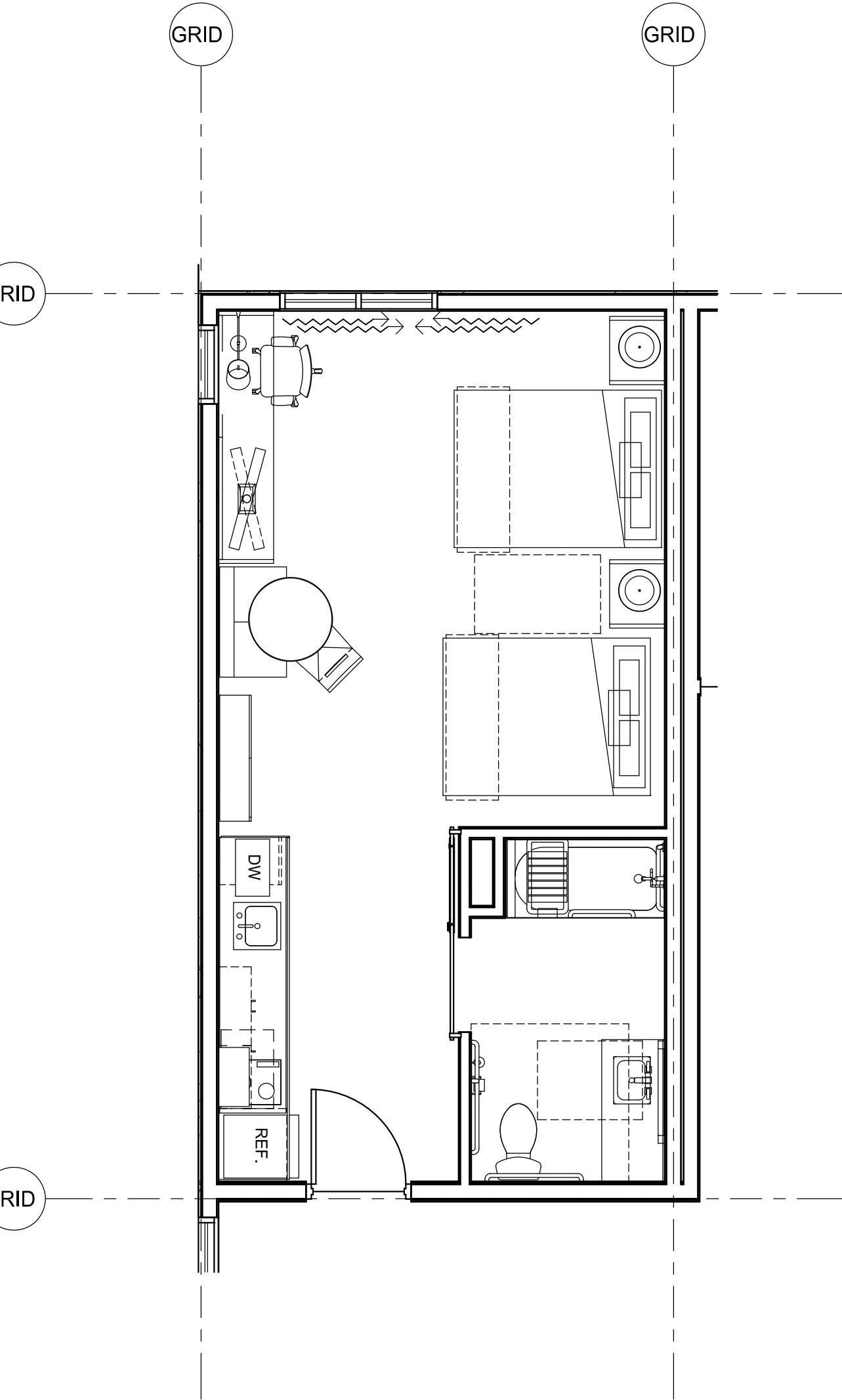
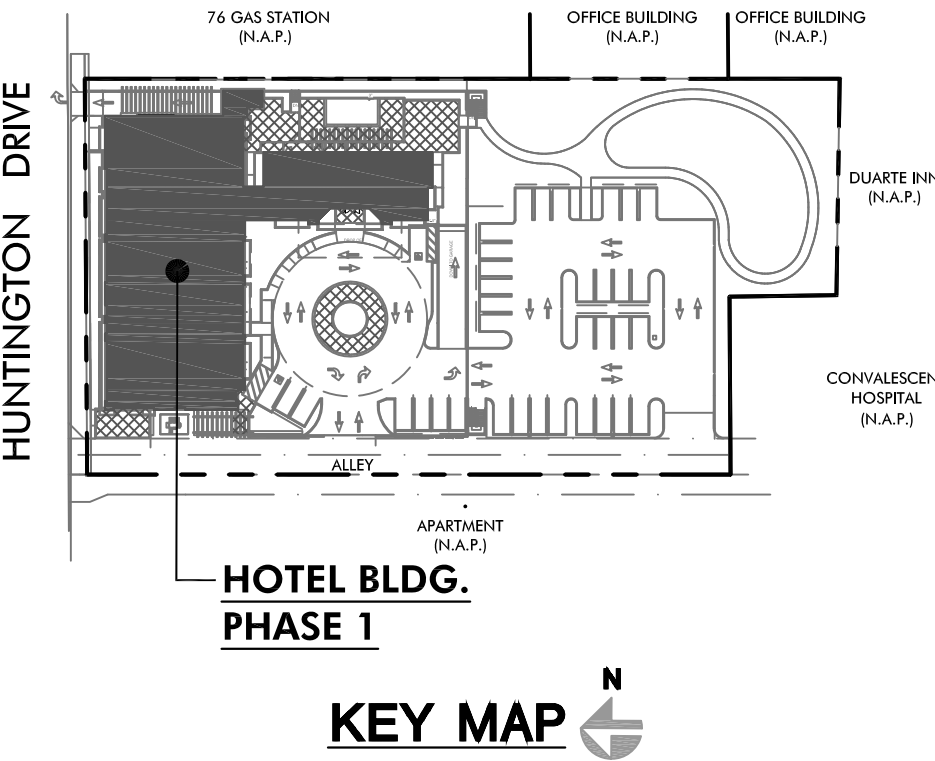
PHASE - 1 EAST ELEVATION

SCALE: 3/32" = 1'-0"

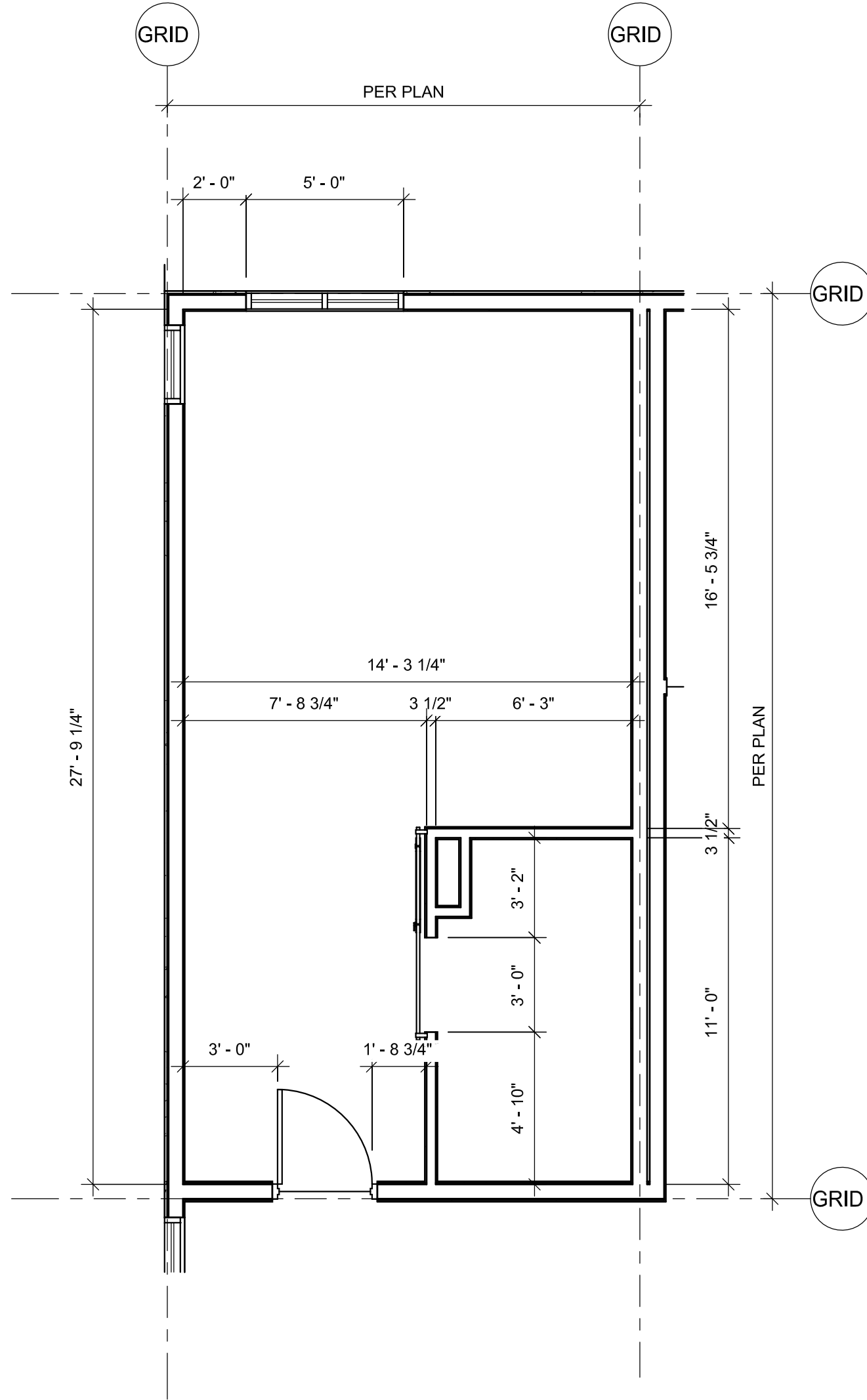
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A PROJECT FOR:

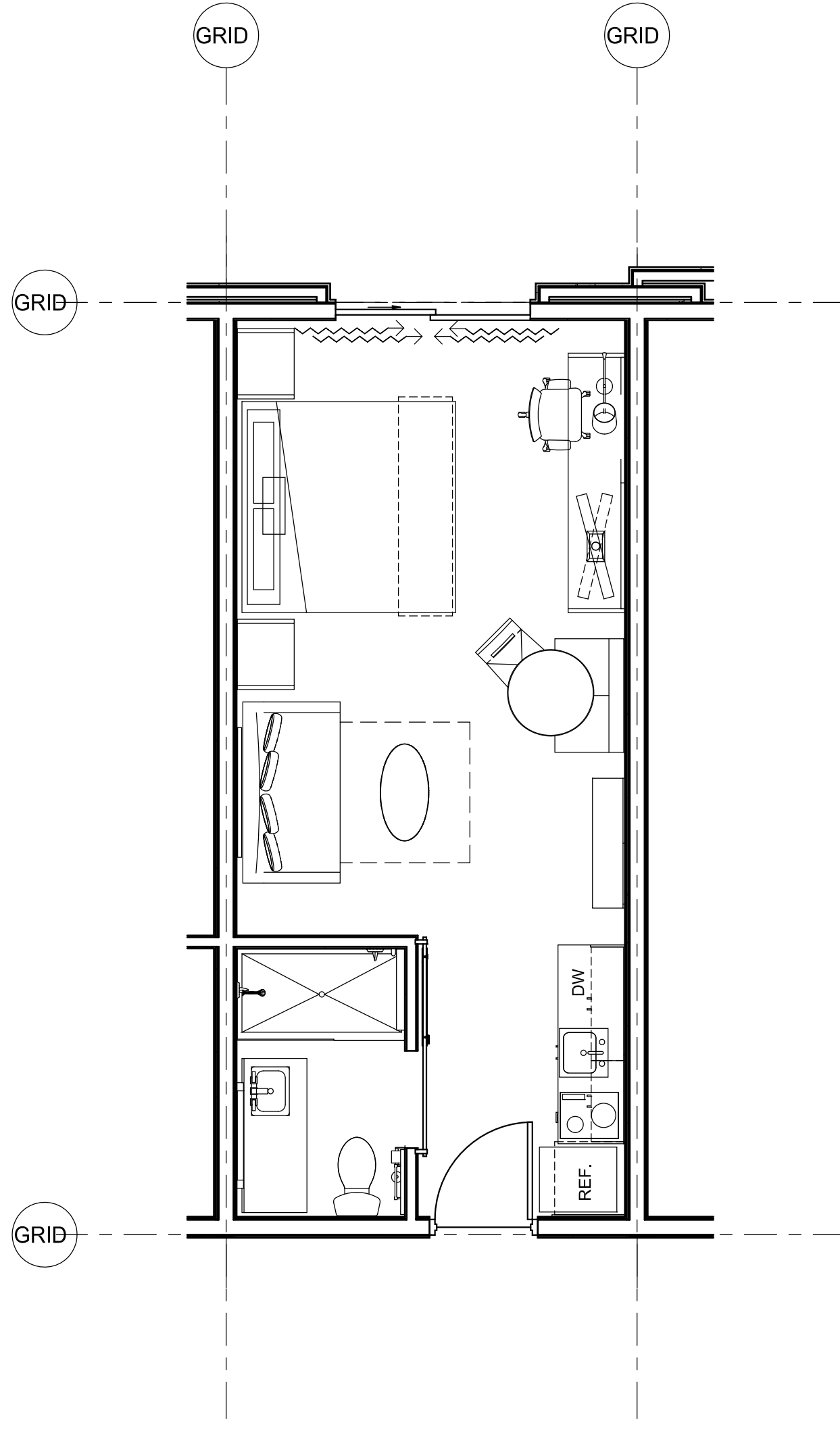
CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



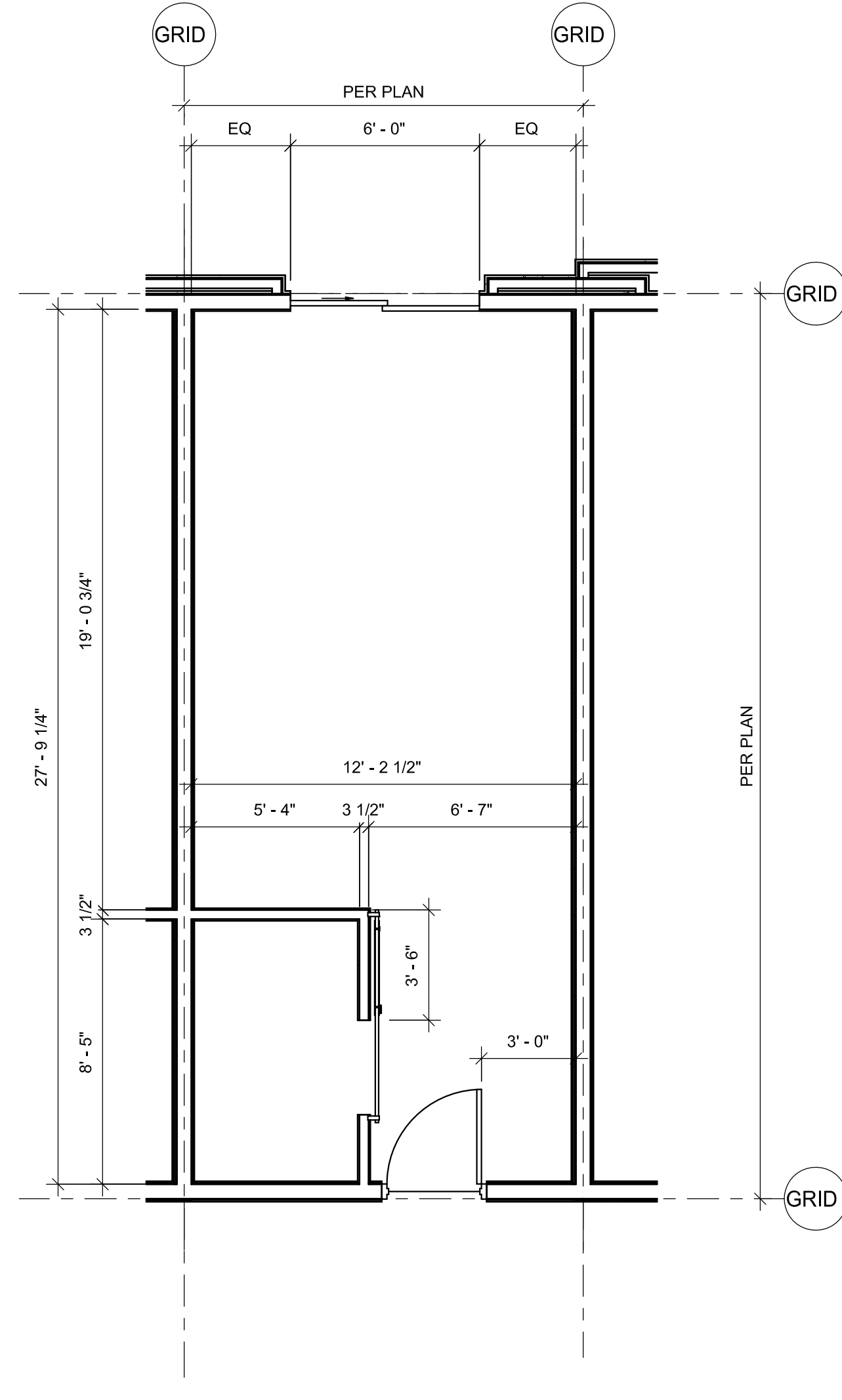
⑥ Phase 1-Queen Double ADA-FF&E (QS3)
1/4" = 1'-0"



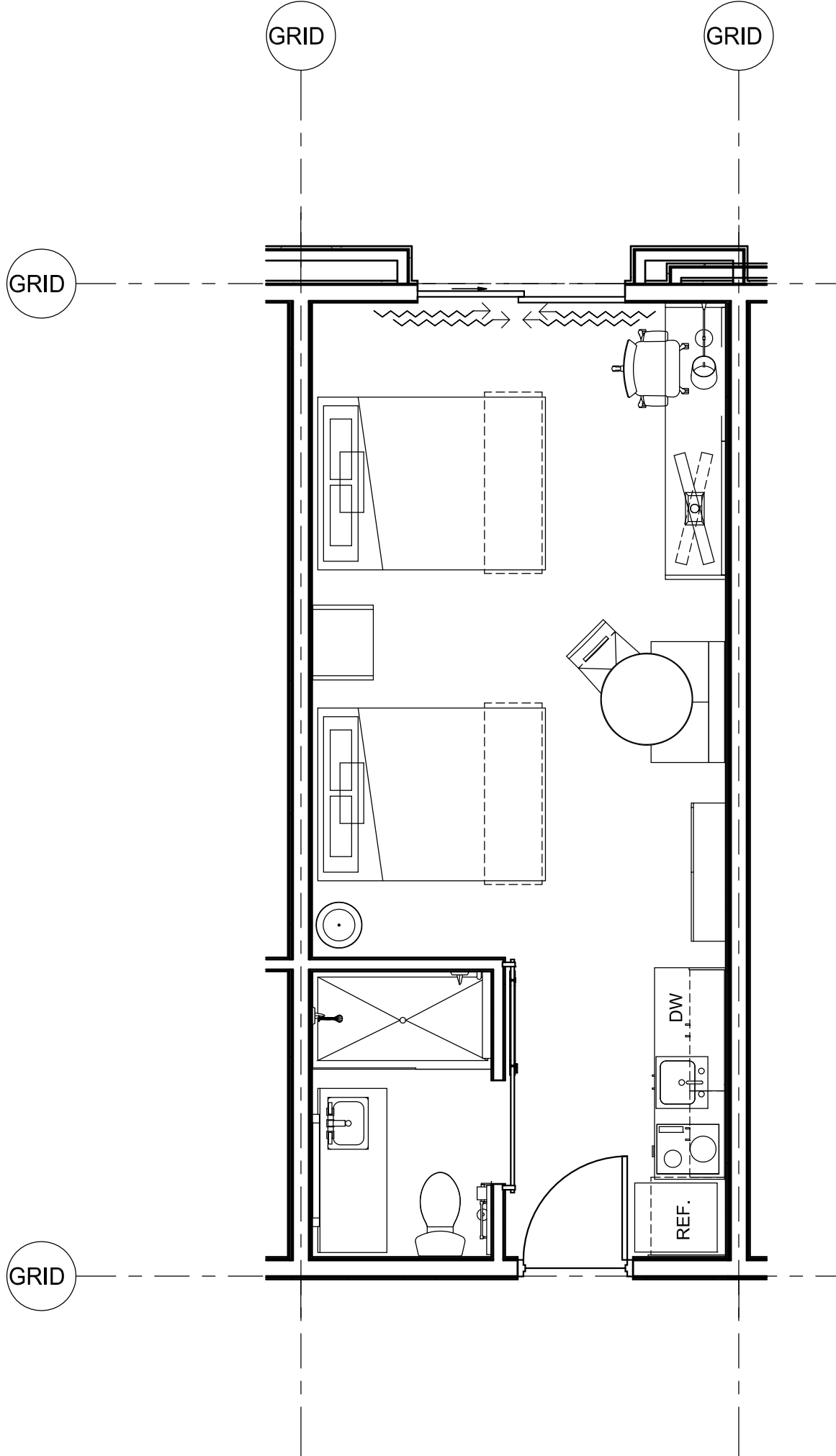
⑤ Phase 1-Queen Double ADA-Dim Plan (QS3)
1/4" = 1'-0"



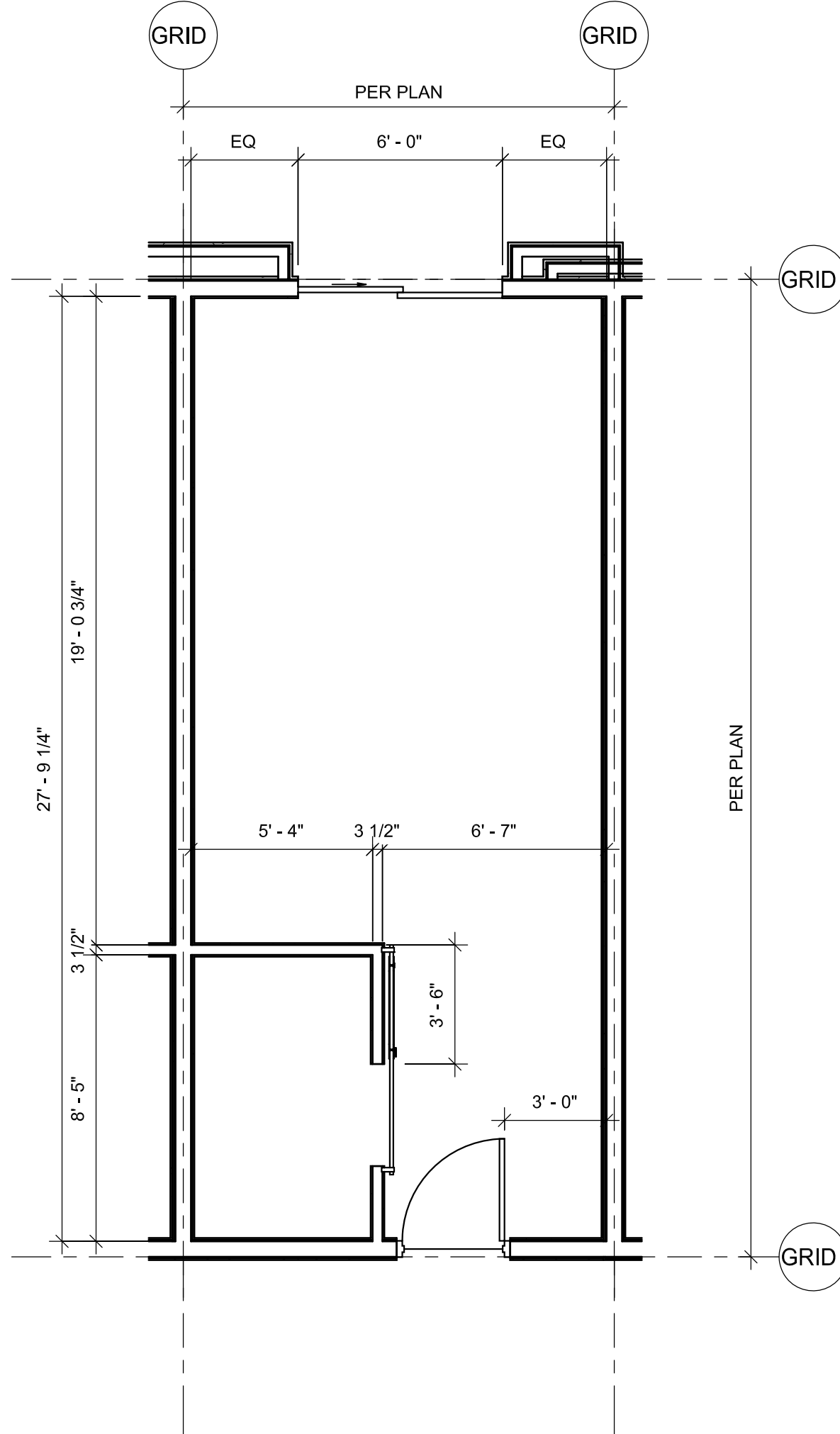
① Phase 1-King Single 1-FF&E (KS1)
1/4" = 1'-0"



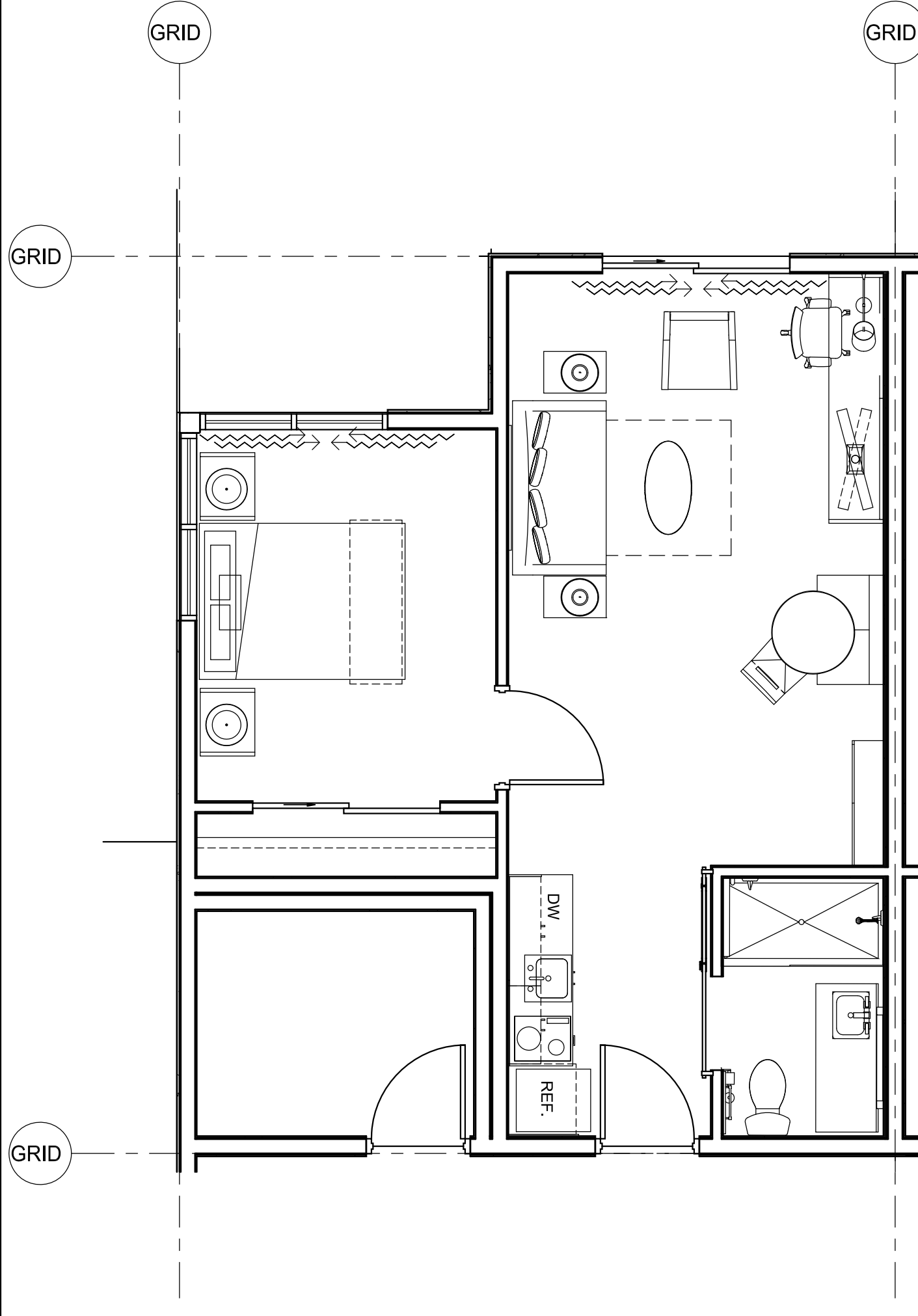
② Phase 1-King Single 1-Dim Plan (KS1)
1/4" = 1'-0"



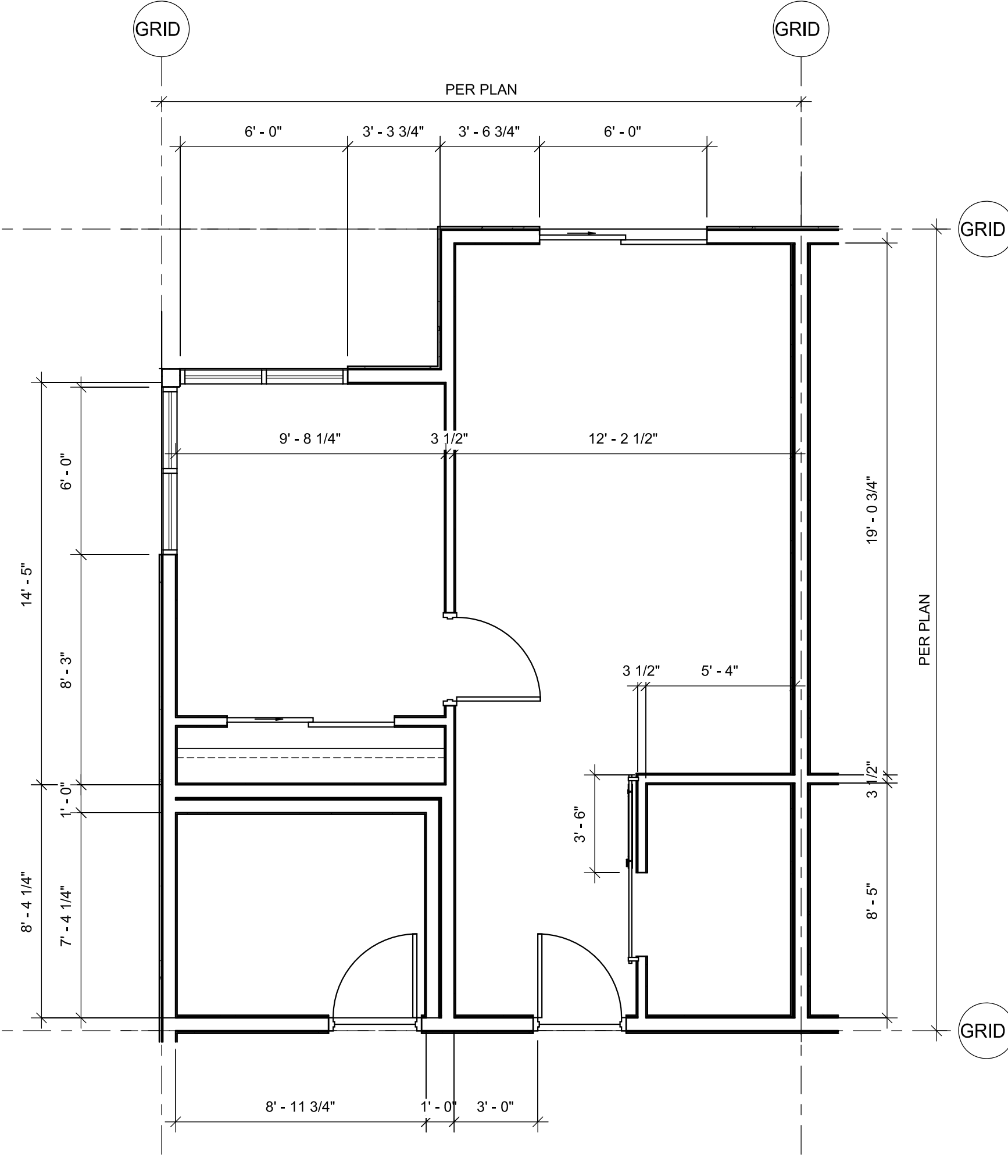
⑧ Phase 1-Queen Double 1-FF&E (QS1)
1/4" = 1'-0"



⑦ Phase 1-Queen Double 1-Dim Plan (QS1)
1/4" = 1'-0"



③ Phase 1-Queen Single 1 Bedroom-FF&E (QS4)
1/4" = 1'-0"



④ Phase 1-Queen Single 1 Bedroom-Dim Plan (QS4)
1/4" = 1'-0"

HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
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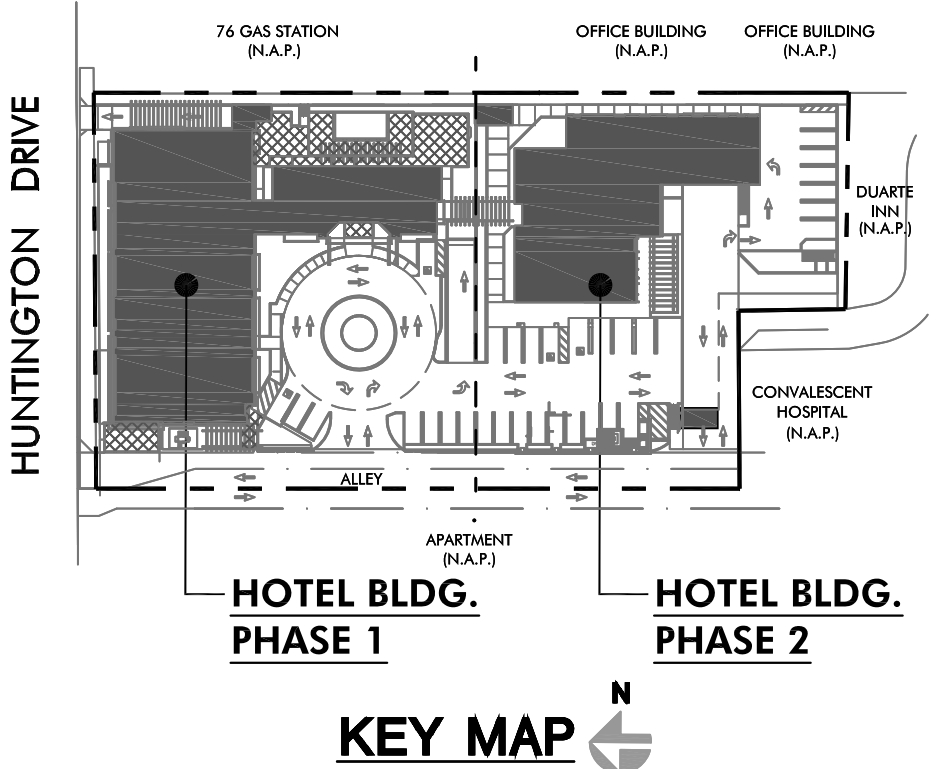
**ENLARGED PLANS -
(PHASE 1)**

SHEET NUMBER:

A401

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

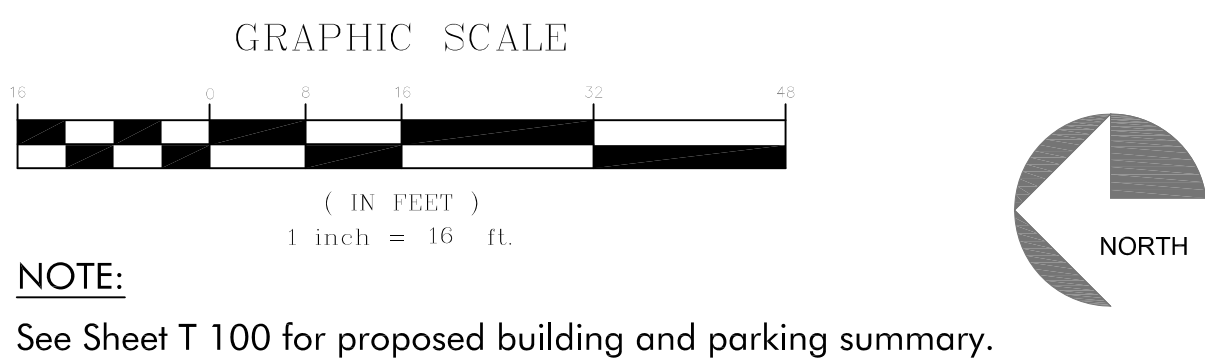
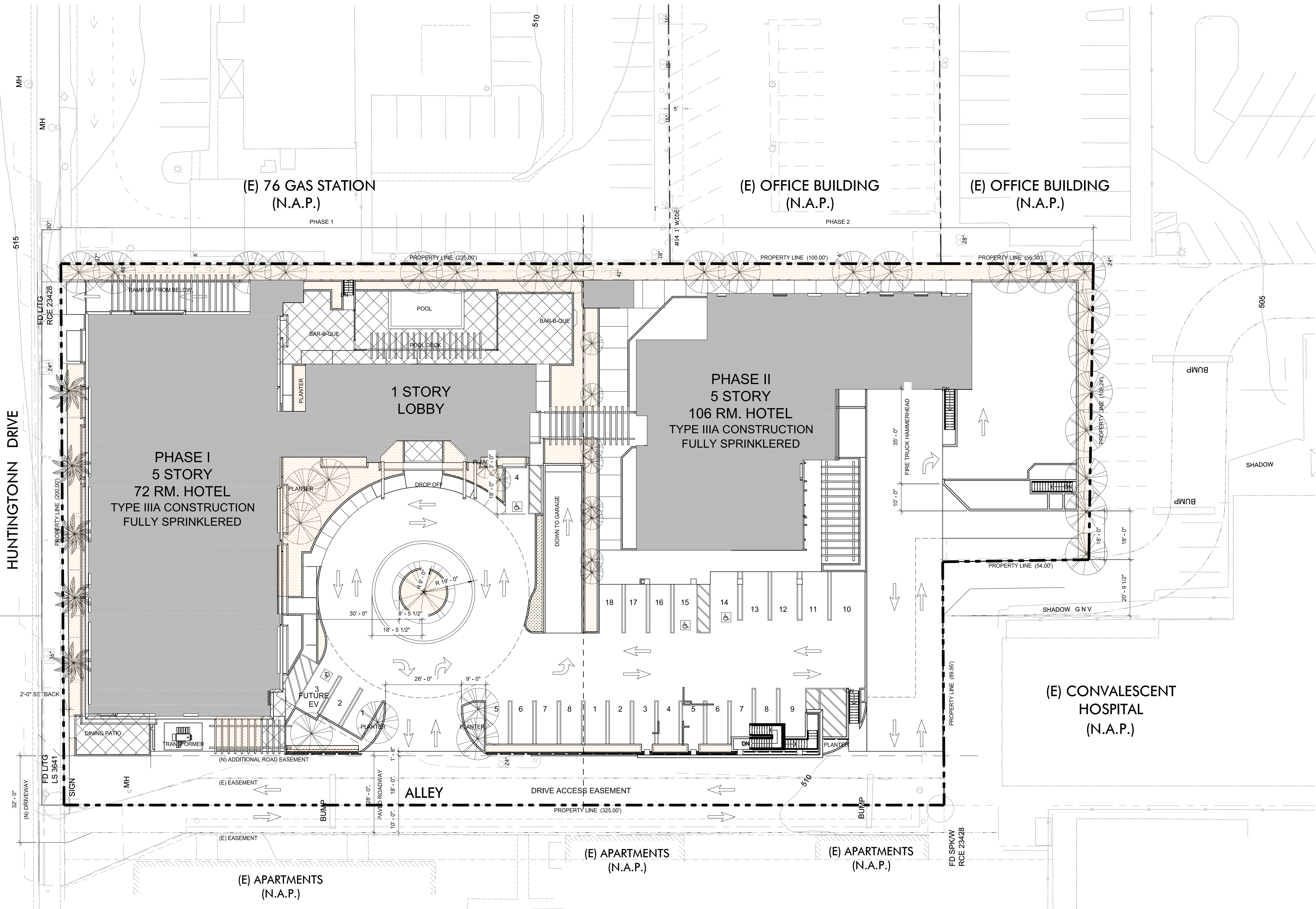
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JOB NUMBER: 18190FMA
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SHEET DESCRIPTION:

OVERALL SITE PLAN
(PHASE 2)

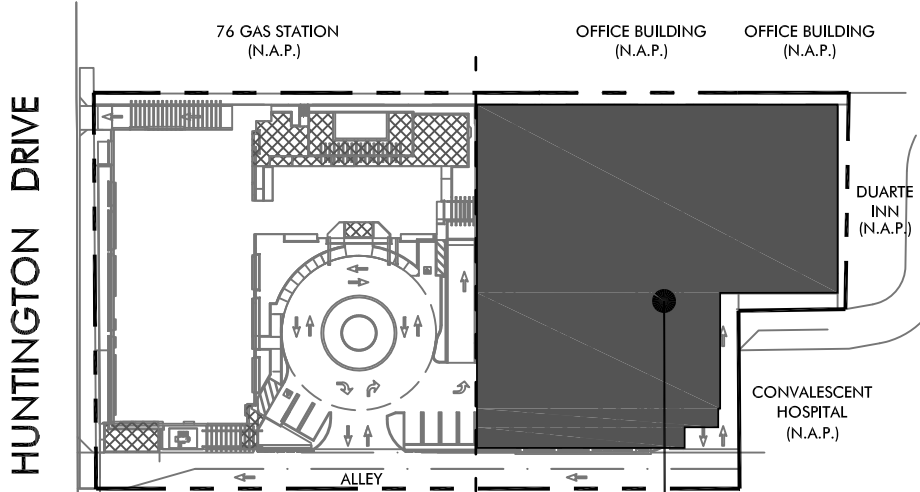
SHEET NUMBER:
A010-2



NOTE:
See Sheet T 100 for proposed building and parking summary.

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



BASEMENT LEVEL PARKING

KEY MAP

HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

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2	10.28.19	ARCHITECTURAL REVIEW BOARD SUBMITTAL

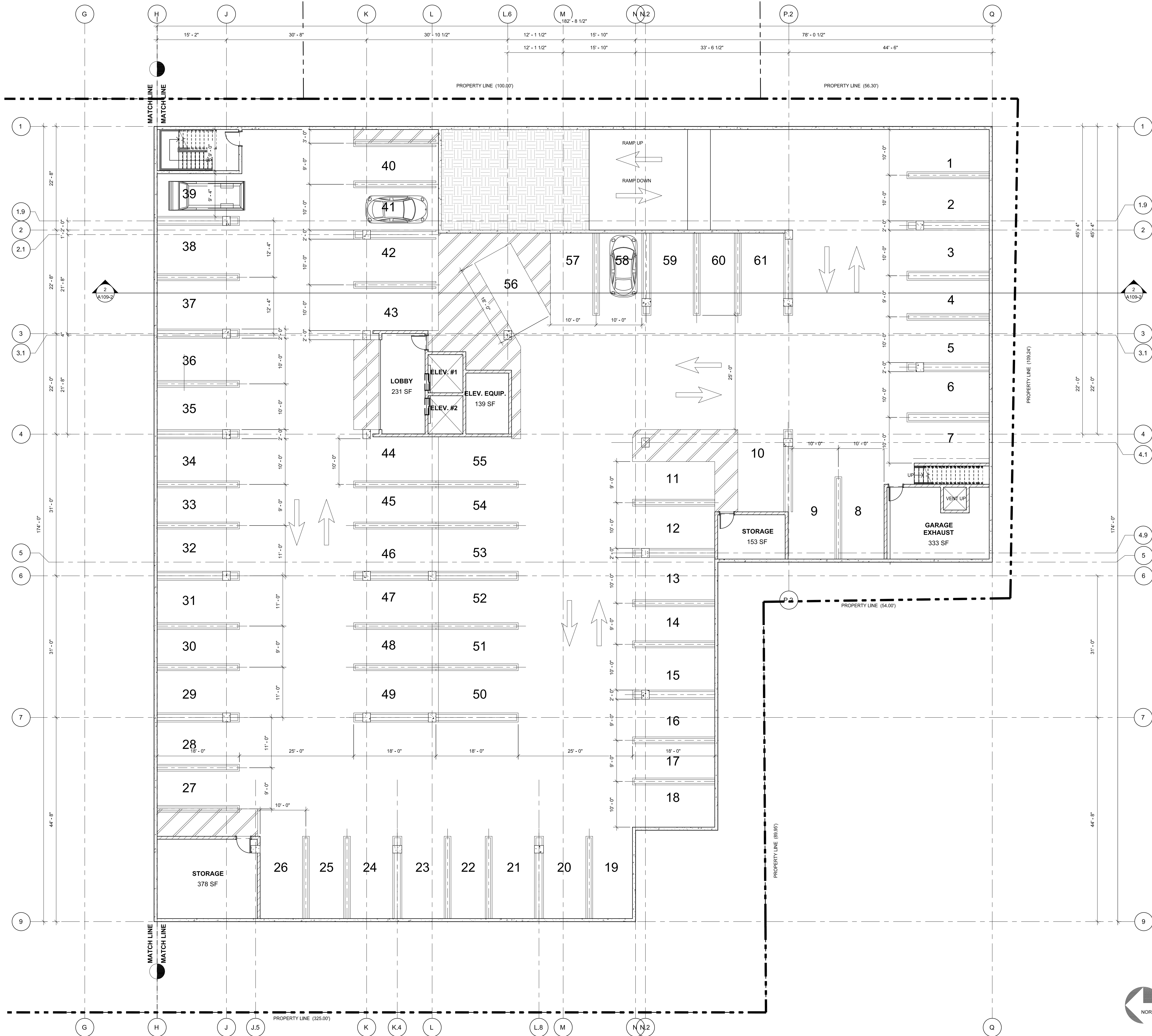
AS INSTRUMENTS OF SERVICE, ALL DESIGNS, IDEAS, AND INFORMATION SHOWN ON THESE DRAWINGS ARE AND SHALL REMAIN THE PROPERTY OF MCKENTLY + ASSOCIATES. NO PART THEREOF SHALL BE COPIED, DISCLOSED TO OTHERS, OR USED IN CONNECTION WITH ANY WORK OR PROJECT OTHER THAN THE SPECIFIC PROJECT FOR WHICH THEY HAVE BEEN PREPARED AND DEVELOPED WITHOUT THE WRITTEN CONSENT OF MCKENTLY + ASSOCIATES. VISUAL CONTACT WITH THESE DRAWINGS SHALL CONSTITUTE CONCLUSIVE EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS.

JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

BASEMENT PARKING
LEVEL 2 (PHASE 2)

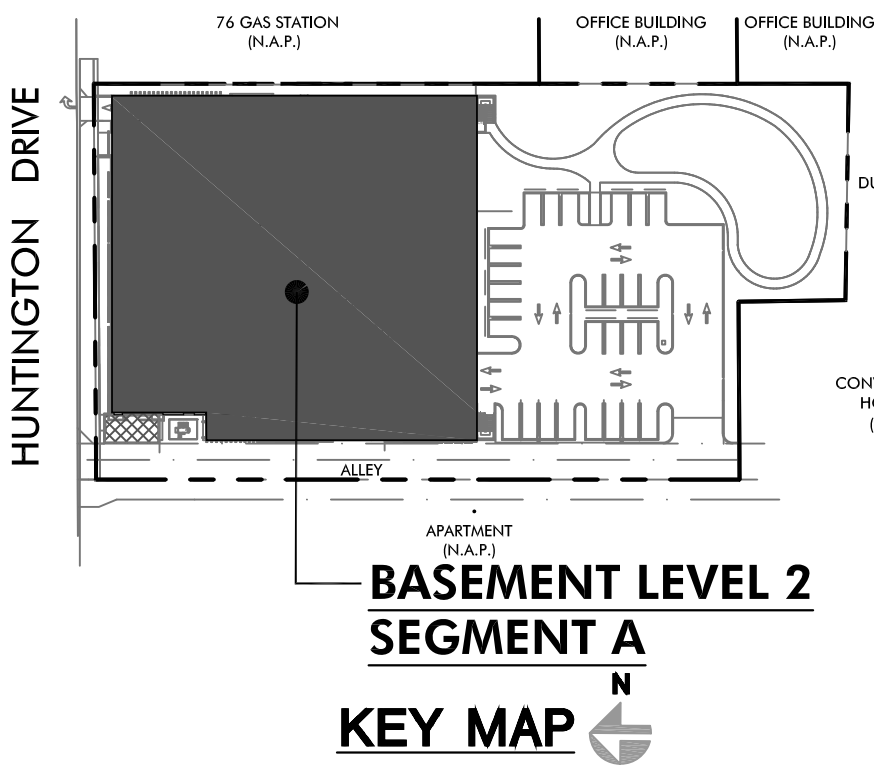
SHEET NUMBER:

A101-2



A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

No.	DATE	DESCRIPTION
1	09.09.19	SITE PLAN REVIEW SUBMITTAL
2	10.28.19	ARCHITECTURAL REVIEW BOARD SUBMITTAL

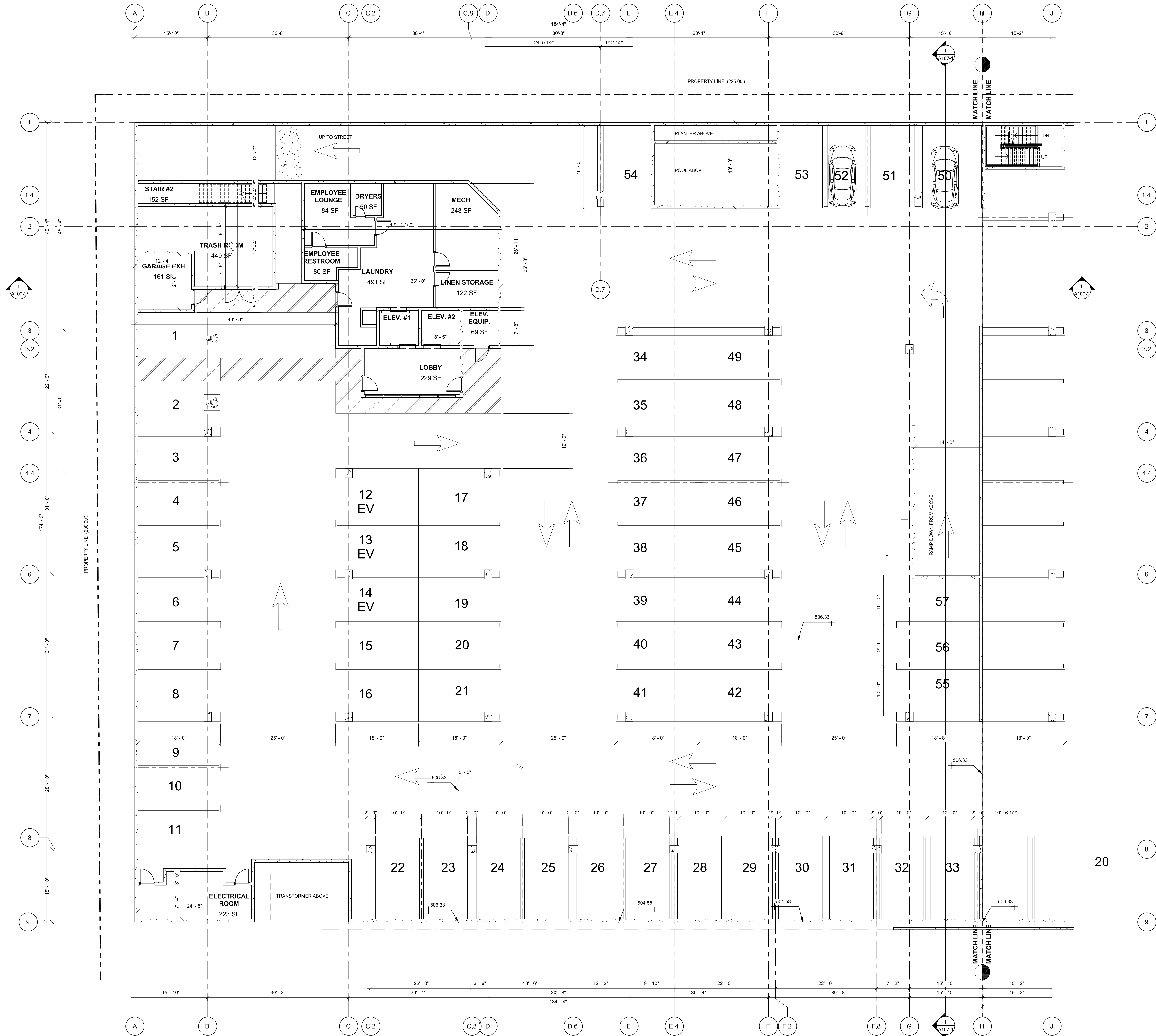
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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

BASEMENT PARKING LEVEL 1
SEGMENT A (PHASE 1)

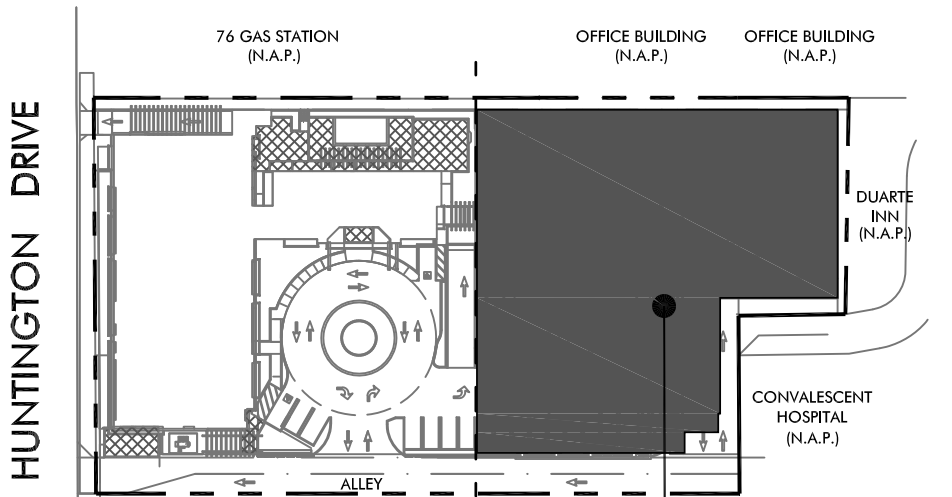
SHEET NUMBER:

A102-2A



A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



**BASEMENT LEVEL 2
SEGMENT B**

**HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA**
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

No.	DATE	DESCRIPTION
1	09.09.19	SITE PLAN REVIEW SUBMITTAL
2	10.28.19	ARCHITECTURAL REVIEW BOARD SUBMITTAL

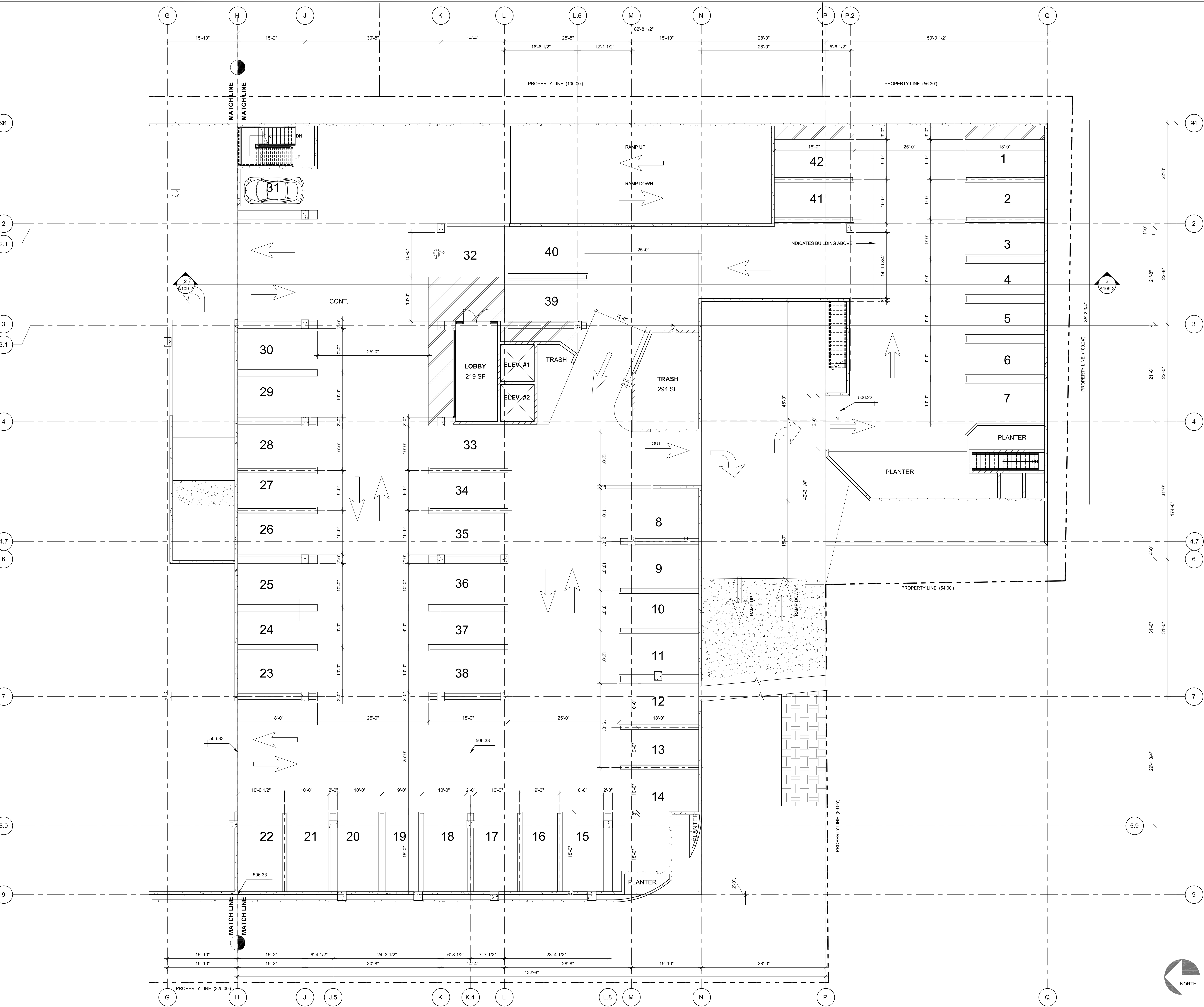
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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

**BASEMENT PARKING LEVEL 2
SEGMENT B (PHASE 2)**

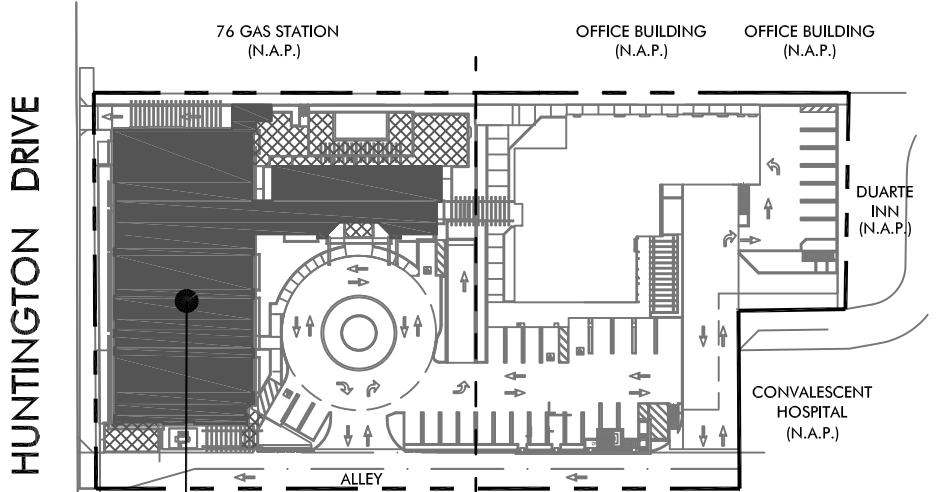
SHEET NUMBER:

A102-2B



A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



**GROUND LEVEL PLAN
SEGMENT A**

KEY MAP

**HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA**
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

No.	DATE	DESCRIPTION
1	09.09.19	SITE PLAN REVIEW SUBMITTAL
2	10.28.19	ARCHITECTURAL REVIEW BOARD SUBMITTAL

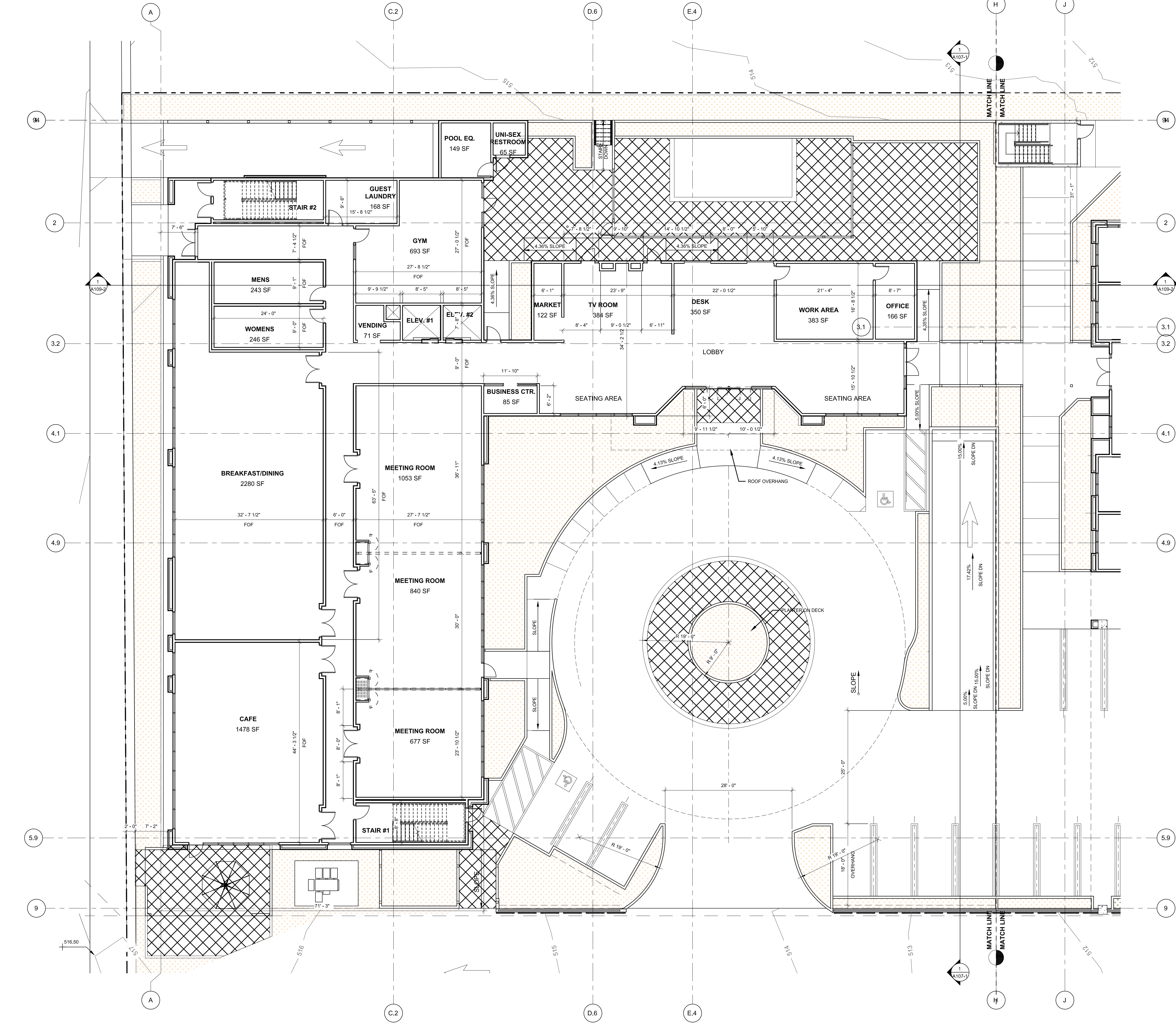
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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

**GROUND LEVEL PLAN
SEGMENT A (PHASE 1)**

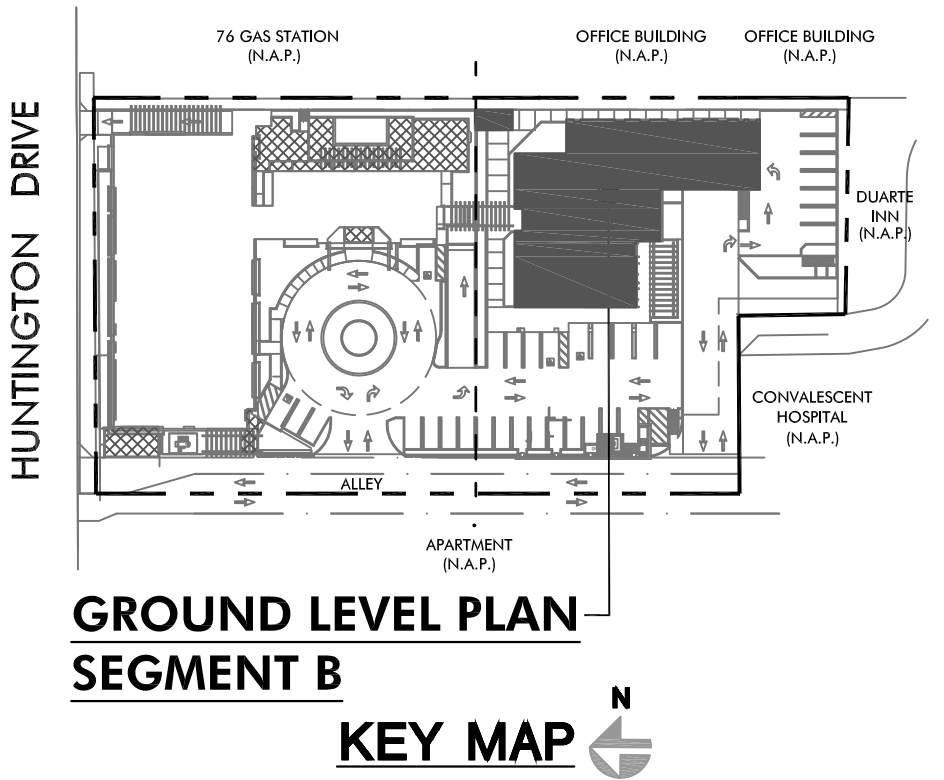
SHEET NUMBER:

A103A-2



A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

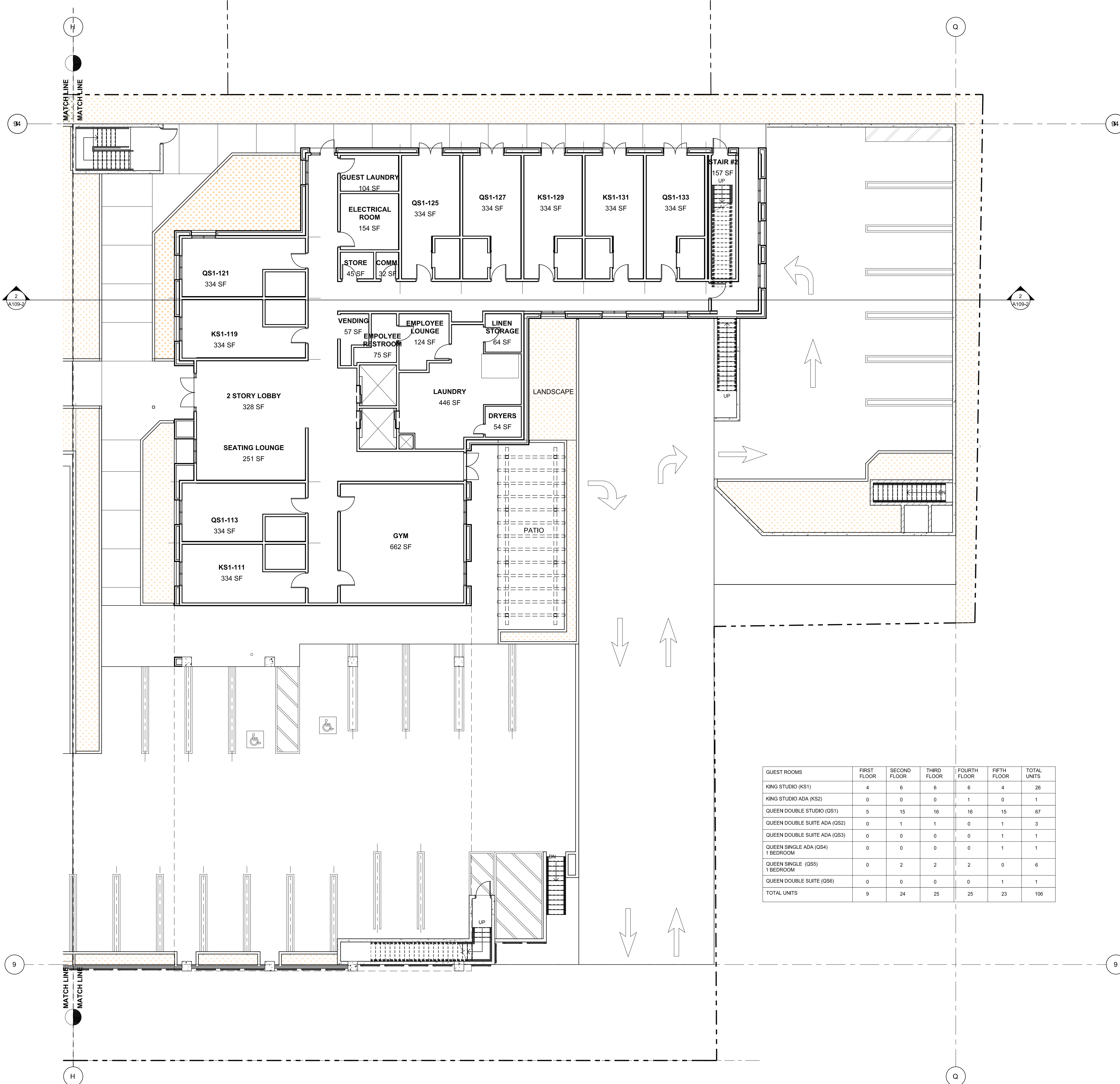
ISSUES / REVISIONS		
No.	DATE	DESCRIPTION
1	09.09.19	SITE PLAN REVIEW SUBMITTAL
2	10.28.19	ARCHITECTURAL REVIEW BOARD SUBMITTAL

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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

GROUND LEVEL PLAN
SEGMENT B (PHASE 2)

SHEET NUMBER:
A103B-2



CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



KEY MAP 

1230 Huntington Drive
Duarte, California 91010

1	09.09.19	SITE PLAN REVIEW SUBMITTAL
2	10.28.19	ARCHITECTURAL REVIEW BOARD SUBMITTAL

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JOB NUMBER: 18190FMA	
DRAWN BY:	CHECKED BY: H.M.
DATE: 10.28.19	
SHEET DESCRIPTION:	

SECOND FLOOR PLAN (PHASE 2)

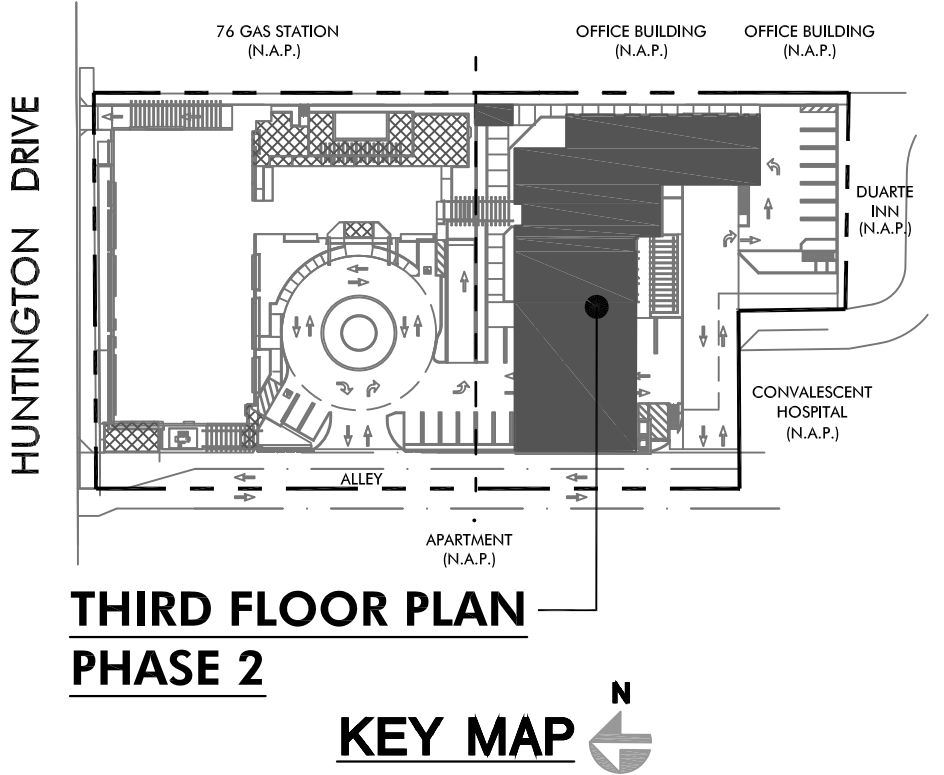
SHEET NUMBER:

A104-2

GUEST ROOMS	FIRST FLOOR	SECOND FLOOR	THIRD FLOOR	FOURTH FLOOR	FIFTH FLOOR	TOTAL UNITS
KING STUDIO (KS1)	4	6	6	6	4	26
KING STUDIO ADA (KS2)	0	0	0	1	0	1
QUEEN DOUBLE STUDIO (QS1)	5	15	16	16	15	67
QUEEN DOUBLE SUITE ADA (QS2)	0	1	1	0	1	3
QUEEN DOUBLE SUITE ADA (QS3)	0	0	0	0	1	1
QUEEN SINGLE ADA (QS4) 1 BEDROOM	0	0	0	0	1	1
QUEEN SINGLE (QS5) 1 BEDROOM	0	2	2	2	0	6
QUEEN DOUBLE SUITE (QS6)	0	0	0	0	1	1
TOTAL UNITS	9	24	25	25	23	106

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



**HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA**
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS		
No.	DATE	DESCRIPTION
1	09.09.19	SITE PLAN REVIEW SUBMITTAL
2	10.28.19	ARCHITECTURAL REVIEW BOARD SUBMITTAL

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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

**THIRD FLOOR PLAN
(PHASE 2)**

SHEET NUMBER:
A105-2

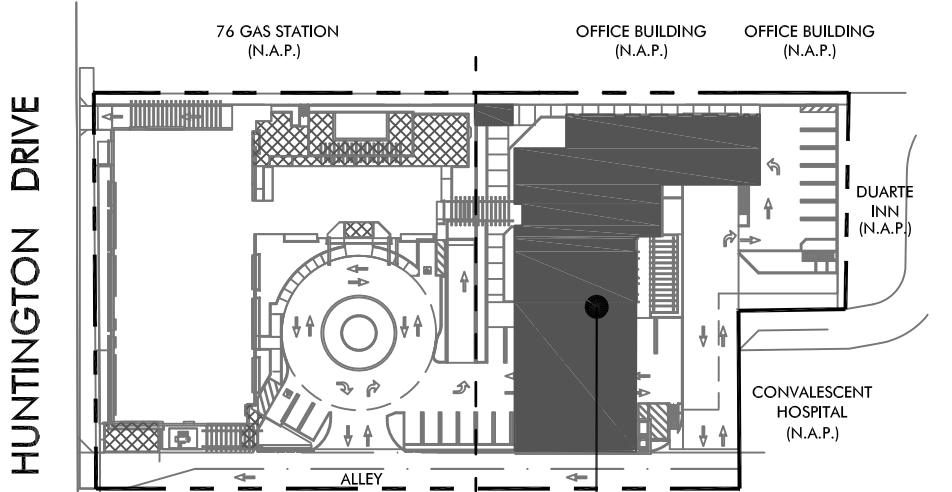


GUEST ROOMS	FIRST FLOOR	SECOND FLOOR	THIRD FLOOR	FOURTH FLOOR	FIFTH FLOOR	TOTAL UNITS
KING STUDIO (KS1)	4	6	6	6	4	26
KING STUDIO ADA (KS2)	0	0	0	1	0	1
QUEEN DOUBLE STUDIO (QS1)	5	15	16	16	15	67
QUEEN DOUBLE SUITE ADA (QS2)	0	1	1	0	1	3
QUEEN DOUBLE SUITE ADA (QS3)	0	0	0	0	1	1
QUEEN SINGLE ADA (QS4) 1 BEDROOM	0	0	0	0	1	1
QUEEN SINGLE (QS5) 1 BEDROOM	0	2	2	2	0	6
QUEEN DOUBLE SUITE (QS6)	0	0	0	0	1	1
TOTAL UNITS	9	24	25	25	23	106



A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



**FOURTH FLOOR PLAN
PHASE 2**

KEY MAP

**HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA**
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

No.	DATE	DESCRIPTION
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2	10.28.19	ARCHITECTURAL REVIEW BOARD SUBMITTAL

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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

**FOURTH FLOOR PLAN
(PHASE 2)**

SHEET NUMBER:

A106-2



GUEST ROOMS	FIRST FLOOR	SECOND FLOOR	THIRD FLOOR	FOURTH FLOOR	FIFTH FLOOR	TOTAL UNITS
KING STUDIO (KS1)	4	6	6	6	4	26
KING STUDIO ADA (KS2)	0	0	0	1	0	1
QUEEN DOUBLE STUDIO (QS1)	5	15	16	16	15	67
QUEEN DOUBLE SUITE ADA (QS2)	0	1	1	0	1	3
QUEEN DOUBLE SUITE ADA (QS3)	0	0	0	0	1	1
QUEEN SINGLE ADA (QS4) 1 BEDROOM	0	0	0	0	1	1
QUEEN SINGLE (QS5) 1 BEDROOM	0	2	2	2	0	6
QUEEN DOUBLE SUITE (QS6)	0	0	0	0	1	1
TOTAL UNITS	9	24	25	25	23	106

A PROJECT FOR:

1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



KEY MAP

1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

No.	DATE	DESCRIPTION
1	09.09.19	SITE PLAN REVIEW SUBMITTAL
2	10.28.19	ARCHITECTURAL REVIEW BOARD SUBMITTAL

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JOB NUMBER: 18190FMA
DRAWN BY: _____ CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION: _____

FIFTH FLOOR PLAN
(PHASE 2)

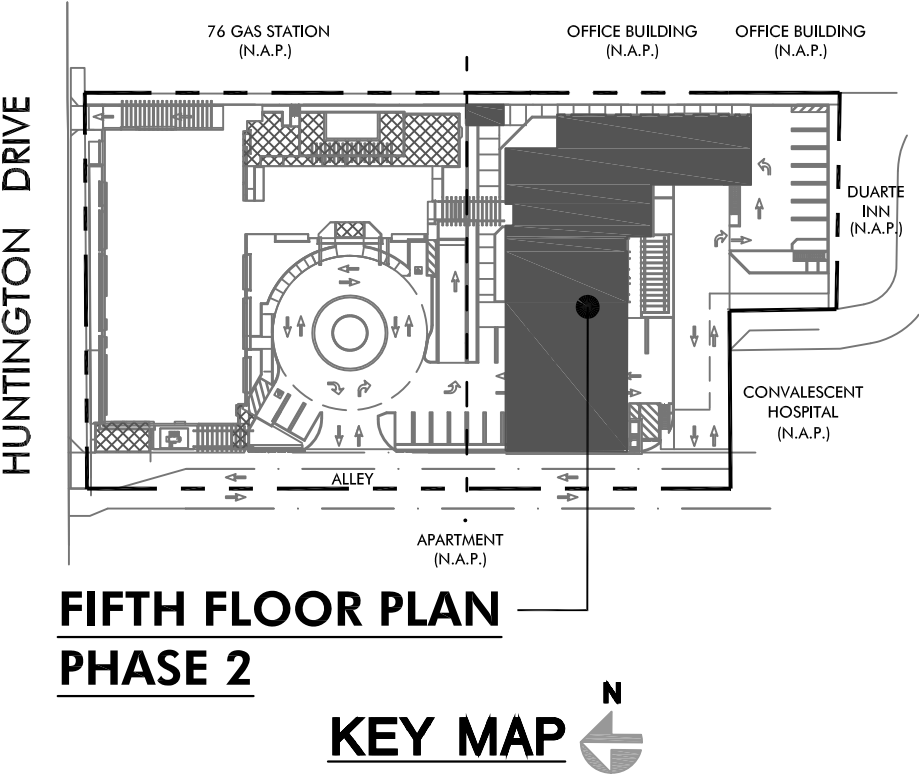
SHEET NUMBER:

A107-2

GUEST ROOMS	FIRST FLOOR	SECOND FLOOR	THIRD FLOOR	FOURTH FLOOR	FIFTH FLOOR	TOTAL UNITS
KING STUDIO (KS1)	4	6	6	6	4	26
KING STUDIO ADA (KS2)	0	0	0	1	0	1
QUEEN DOUBLE SUITE (QS1)	5	15	16	16	15	67
QUEEN DOUBLE SUITE ADA (QS2)	0	1	1	0	1	3
QUEEN DOUBLE SUITE ADA (QS3)	0	0	0	0	1	1
QUEEN SINGLE ADA (QS4) 1 BEDROOM	0	0	0	0	1	1
QUEEN SINGLE (QS5) 1 BEDROOM	0	2	2	2	0	6
QUEEN DOUBLE SUITE (QS6)	0	0	0	0	1	1
TOTAL UNITS	9	24	25	25	23	106

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS		
No.	DATE	DESCRIPTION
1	09.09.19	SITE PLAN REVIEW SUBMITTAL
2	10.28.19	ARCHITECTURAL REVIEW BOARD SUBMITTAL

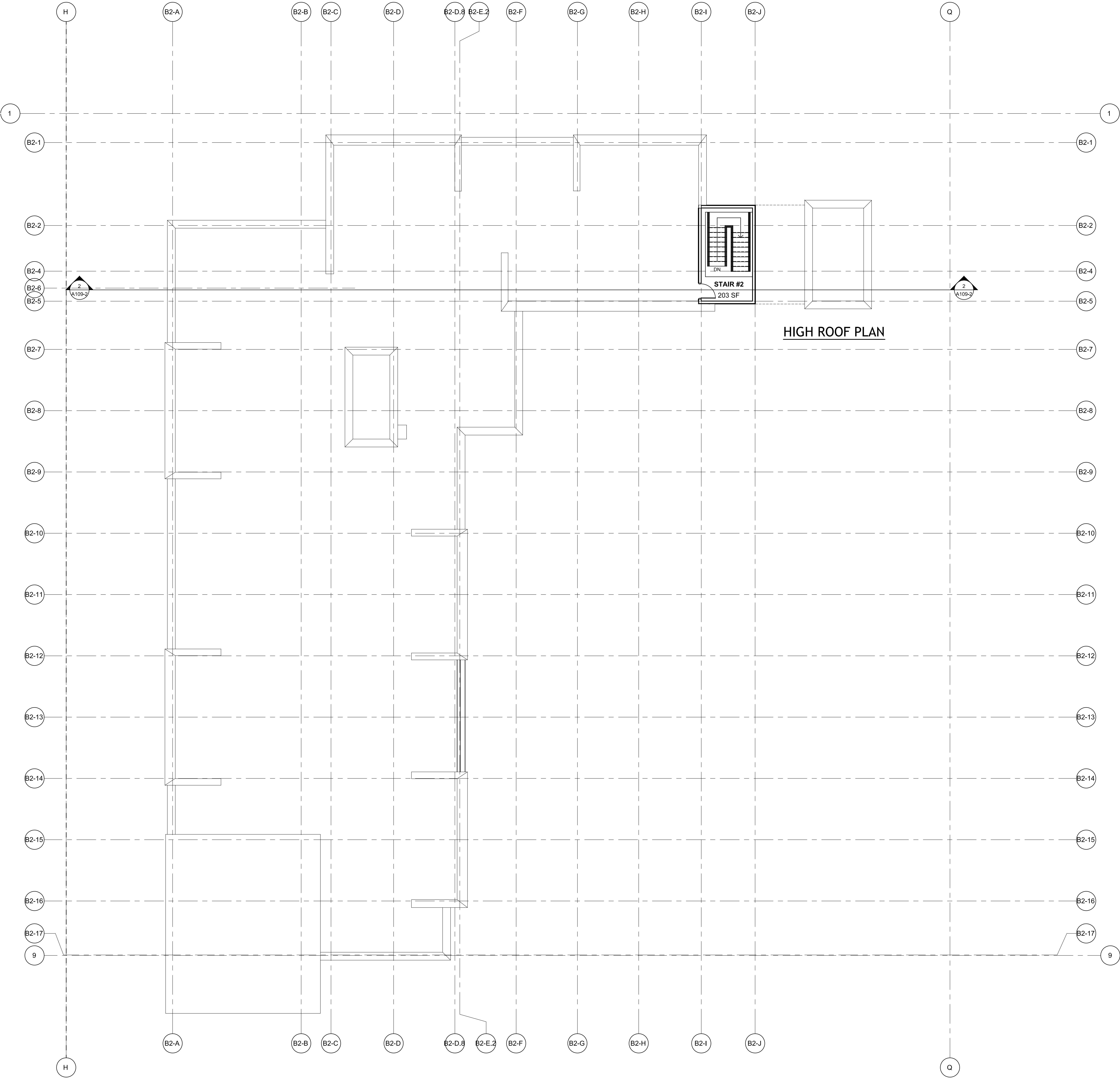
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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

ROOF PLAN
(PHASE 2)

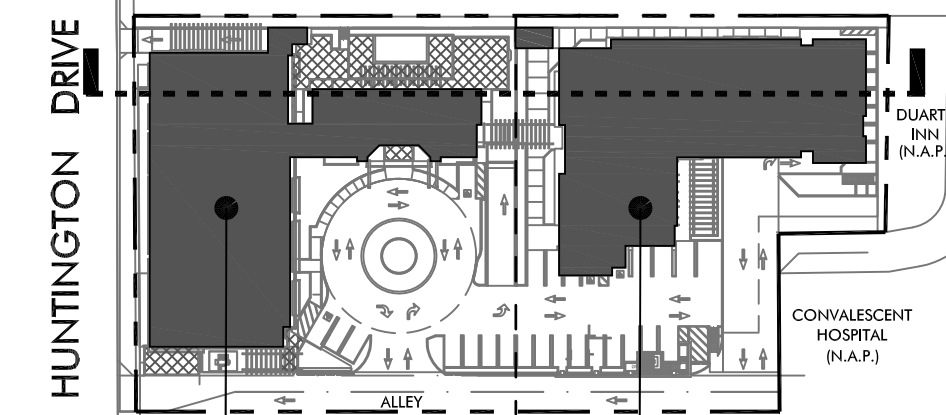
SHEET NUMBER:

A108-2





CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



1230 Huntington Drive
Duarte, California 91010

No.	DATE	DESCRIPTION
1	09.09.19	SITE PLAN REVIEW SUBMITTAL
2	10.28.19	ARCHITECTURAL REVIEW BOARD SUBMITTAL

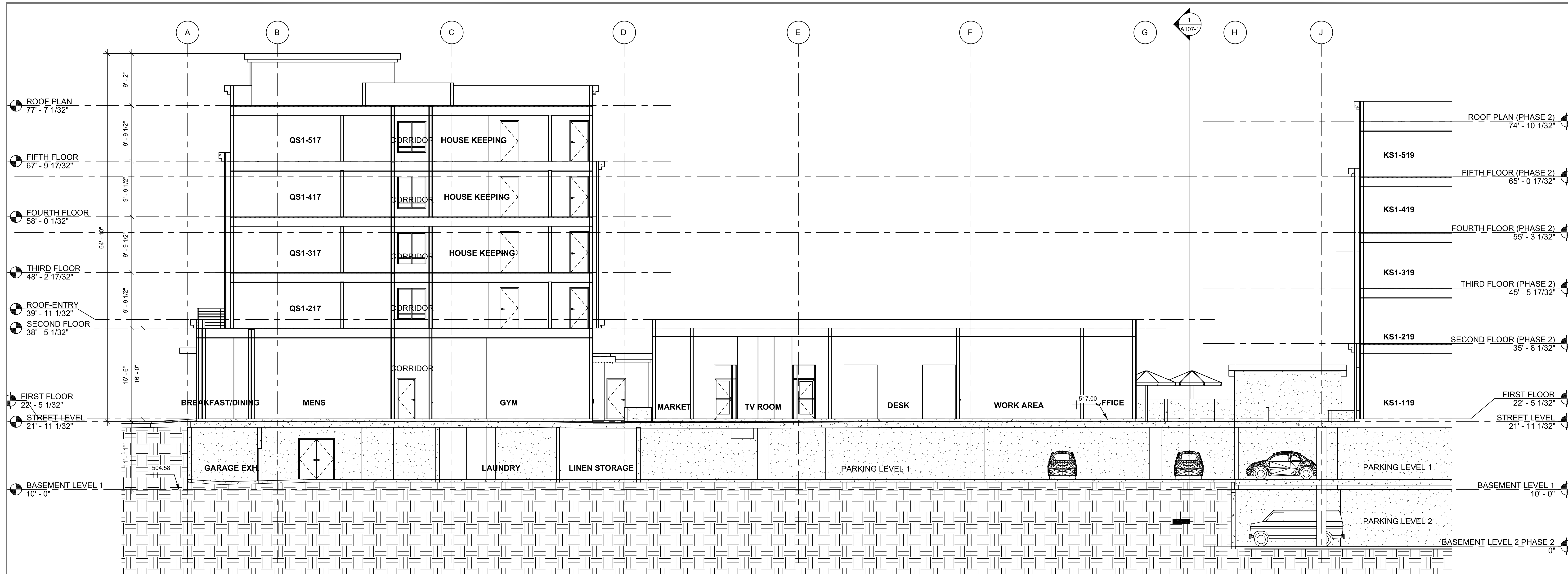
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JOB NUMBER:	18190FMA
DRAWN BY:	CHECKED BY: H.M.
DATE:	10.28.19
SHEET DESCRIPTION:	

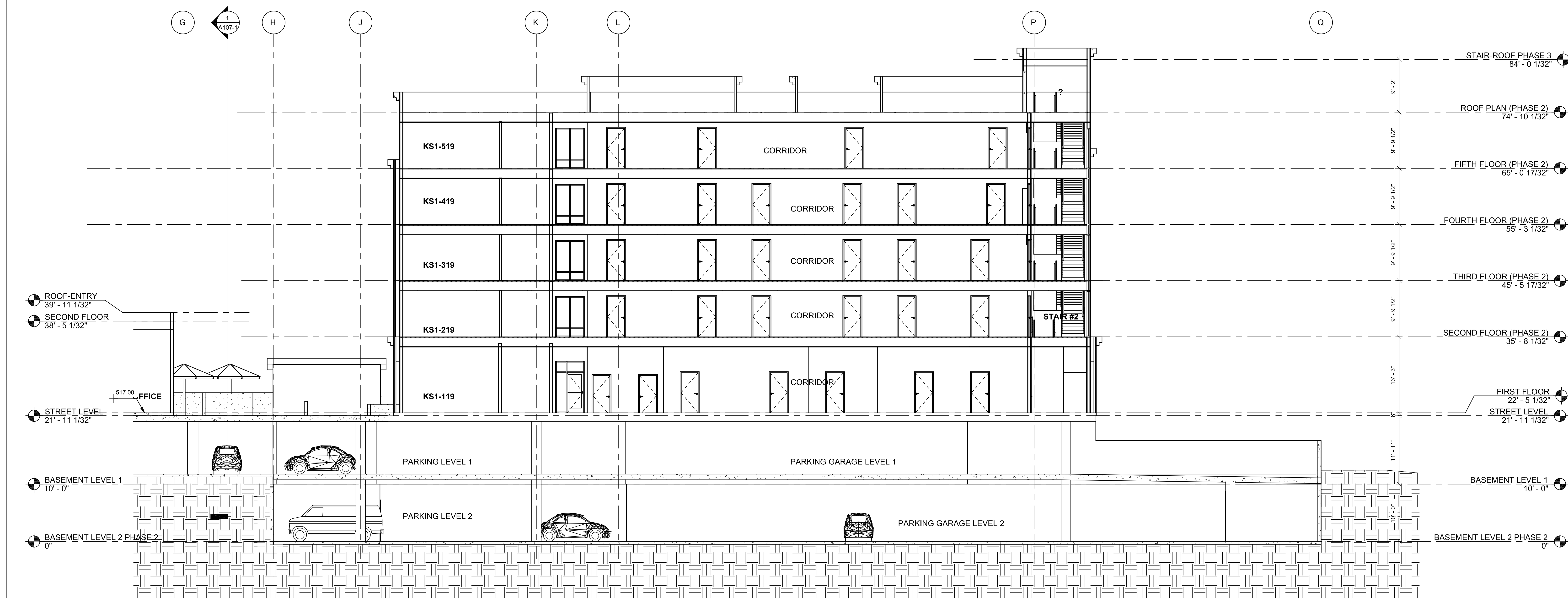
BUILDING SECTION
(PHASE 1 & 2)

SHEET NUMBER:

A109-2



SCALE: 1/8" = 1'-0"



SCALE: 1/8" = 1'-0"



PHASE - 2 NORTH ELEVATION

SCALE: 3/32" = 1'-0"

1

CONT'. FINISH LEGEND

PAINT COLORS

- A - PAINT
COLOR: DE 6372 LACE VAIL
BY: DUNN EDWARDS
- B - PAINT
COLOR: DE 6367 COVERED IN PLATINUM
BY: DUNN EDWARDS
- C - PAINT
COLOR: DEC 787 MYTHICAL BLUE
BY: DUNN EDWARDS
- D - PAINT
COLOR: DE 5257 FALL FOLIAGE
BY: DUNN EDWARDS
- E - PAINT
COLOR: 6385 BLACK BEAN
BY: DUNN EDWARDS
- F - PAINT
COLOR: 6376 LOOKING GLASS
BY: DUNN EDWARDS



PHASE - 2 SOUTH ELEVATION

SCALE: 3/32" = 1'-0"

2

FINISH LEGEND

KEY MATERIAL

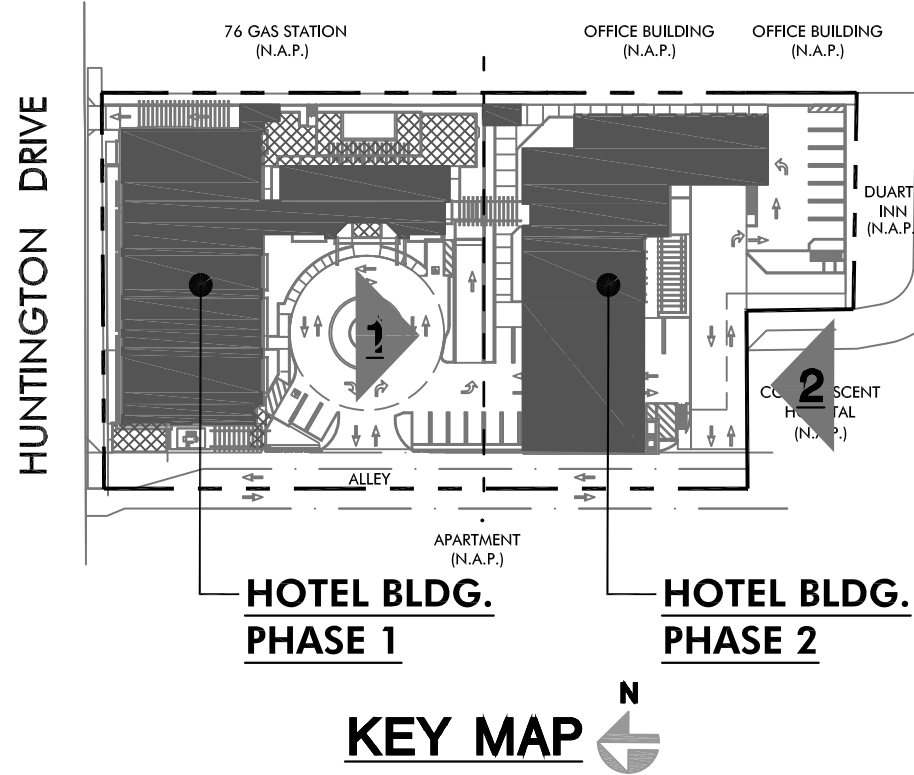
- 1 - STUCCO
MANUFACTURER: HIGHLAND STUCCO
SMOOTH STEEL TROWEL
PAINT COLOR: BY DUNN EDWARDS
- 2 - STOREFRONT
MANUFACTURER: EFCO
FINISH: BLACK ANODIZED ALUMINUM
MANUFACTURE: OLDCASTLE 1" LOW E-GLAZING
VIRACON V933 WARM GREY #2
A. STOREFRONT GLASS
B. SPANDREL GLASS
- 3 - AUTOMATIC ENTRANCE
MANUFACTURER: STANLEY
MODEL: DURA-GLIDE 2000 AUTOMATIC SLIDING DOOR
FINISH: BLACK ANODIZED ALUMINUM
- 4 - UNIT WINDOWS
MANUFACTURER: REHAU
MODEL: SYSTEM 4500 TILT TURN WINDOWS
COLOR: MIDNIGHT (SOLID)
- 5 - UNIT SLIDING DOORS
MANUFACTURER: REHAU
MODEL: SYSTEM 2100 SLIDING DOORS
COLOR: MIDNIGHT
- 6 - METAL WALL PANELS
MANUFACTURER: ATAS
MODEL: METAFOR
COLOR: SLATE GRAY
- 7 - BRICK VENEER
MANUFACTURER: GENERAL SHALE
MODEL / COLOR: DANBURY
- 8 - COPING
MANUFACTURER: BY GENERAL CONTRACTOR
COLOR: DE 6367 COVERED IN PLATINUM
BY DUNN EDWARDS
- 9 - STONE VENEER
MANUFACTURER: EL DORADO STONE
MODEL: LONGITUDE 24, 12"x24"
COLOR: SILENT GRAY
- 10 - STEEL CANOPY
MANUFACTURER: BY GENERAL CONTRACTOR
FINISH: PAINTED
COLOR: DE 6376 LOOKING GLASS
BY DUNN EDWARDS
- 11 - STEEL EYEBROW
MANUFACTURER: BY GENERAL CONTRACTOR
FINISH: PAINTED
COLOR: DE 6376 LOOKING GLASS
BY DUNN EDWARDS
- 12 - STEEL TRELLIS
MANUFACTURER: BY GENERAL CONTRACTOR
FINISH: PAINTED STEEL
COLOR: DE 6376 LOOKING GLASS
BY DUNN EDWARDS
- 13 - STANDING SEAM METAL ROOF
MANUFACTURER: ATAS
MODEL: 1 1/2" FIELD-LOC SYSTEM
COLOR: SLATE GRAY 20
- 14 - SLOPE ROOF EAVES
MANUFACTURER: BY GENERAL CONTRACTOR
FINISH: NATURAL WOOD - ARCHITECTURAL GRADE
COLOR: CALIFORNIA RUSTIC ST-130S-BEHR PREMIUM
SEMI TRANS. WATERPROOFING STAIN/SEALER
- 15 - VERTICAL METAL KNEE BRACING
MANUFACTURE: BY GENERAL CONTRACTOR
FINISH: PAINTED STEEL
COLOR: DE 6376 LOOKING GLASS
PAINT BY DUNN EDWARDS
- 16 - CABLE / METAL RAILING
MANUFACTURE: BY GENERAL CONTRACTOR
FINISH: PAINTED
COLOR: DE 6385 BLACK BEAN
BY DUNN EDWARDS
- 17 - STEP LIGHTS
MANUFACTURER: BEGA
MODEL: 33046
COLOR: BLACK
- 18 - WALL SCONCE
MANUFACTURER: LUMINUS
MODEL: ECLIPSE MINI - LED EC613-EC6W
COLOR: BLACK
- 19 - WALL SCONCE
MANUFACTURER: TMS LIGHTING LED
MODEL: TUCORE WALL LUMINAIRE, TUW-410-24
COLOR: MATTE BLACK
- 20 - TRELLIS LIGHTS
MANUFACTURE: LIGHTWAY
MODEL: PDSW-12-LED
COLOR: SATIN BLACK
- 21 - PEDESTRIAN POLE LIGHT
MANUFACTURER: LUMINUS
MODEL: ECLIPSE MINI - LED EC613, PA4412
COLOR: BLACK
- 22 - WALL SCONCE (SERVICE DOORS)
MANUFACTURER: BEGA
MODEL: 33 224 LED
COLOR: BLACK
- 23 - LIGHT BOLLARDS
MANUFACTURER: LUMINUS
MODEL: MA30 MAYA-LED
COLOR: BLACK
- 24 - BIKE RACKS
MANUFACTURER: VICTOR STANLEY
MODEL: FREESIA BIKE RACK
COLOR: BLACK
- 25 - CMU BLOCK
MANUFACTURER: ORCO
MODEL: BURNISH BLOCK
COLOR: GRAY LW
- 26 - GREENSCREEN
MANUFACTURER: GREENSCREEN
COLOR: MATTE TEXTURE GREEN
- 27 - CONCRETE PAVING
MANUFACTURER: BY GENERAL CONTRACTOR
FINISH: ACID WASH FINISH, SAW CUT LINES
COLOR: NATURAL GRAY
- 28 - TRASH RECEPTACLES
MANUFACTURER: VICTOR STANLEY
MODEL: SDC-36
COLOR: BLACK
- 29 - PATIO FURNITURE
MANUFACTURER: EMU CONTRACT TABLE
MODEL: CAMBI #802 MESH 36" SQ. 22A / IRON
ARM CHAIR
MODEL: SEGNO #268, 22A / IRON
UMBRELLAS:
ALUMINUM 118" SQ. W/ BASE
COLOR: WHITE CANOPY
- 30 - METAL CUT SCREENS
MANUFACTURER: ARTISAN PANELS INC.
MODEL: ABSTRACT 118 - DROP LETS
MODEL: ABSTRACT 138 - GRAVEL
FINISH: PAINTED ALUMINUM - SATIN BLACK
- 31 - LANDSCAPE POTS
MANUFACTURER: OLD TOWN FIBERGLASS
MODEL: PONTO (SIZE VARIES IN HT. AND DIA.)
COLOR: LIGHT GRAY 16
- 32 - PARKING AREA LIGHTS
MANUFACTURER: KIM LIGHTING
MODEL: ALTITUDE 1
COLOR: BLACK

**McKently
Malak**
ARCHITECTS

35 Hugus Alley Suite 200
Pasadena California 91103-3648
TEL 626 583 8348 FAX 626 583 8387

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

No.	DATE	DESCRIPTION
1	09.09.19	SITE PLAN REVIEW SUBMITTAL
2	10.28.19	ARCHITECTURAL REVIEW BOARD SUBMITTAL

AS INSTRUMENTS OF SERVICE, ALL DESIGNS, IDEAS, AND INFORMATION SHOWN ON THESE DRAWINGS ARE AND SHALL REMAIN THE PROPERTY OF MCKENTLY + ASSOCIATES. NO PART THEREOF SHALL BE COPIED, DISCLOSED TO OTHERS, OR USED IN CONNECTION WITH ANY WORK OR PROJECT OTHER THAN THE SPECIFIC PROJECT FOR WHICH THEY HAVE BEEN PREPARED AND DEVELOPED WITHOUT THE WRITTEN CONSENT OF MCKENTLY + ASSOCIATES. VISUAL CONTACT WITH THESE DRAWINGS SHALL CONSTITUTE CONCLUSIVE EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS.

JOB NUMBER: 18190FMA
DRAWN BY: /MH CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

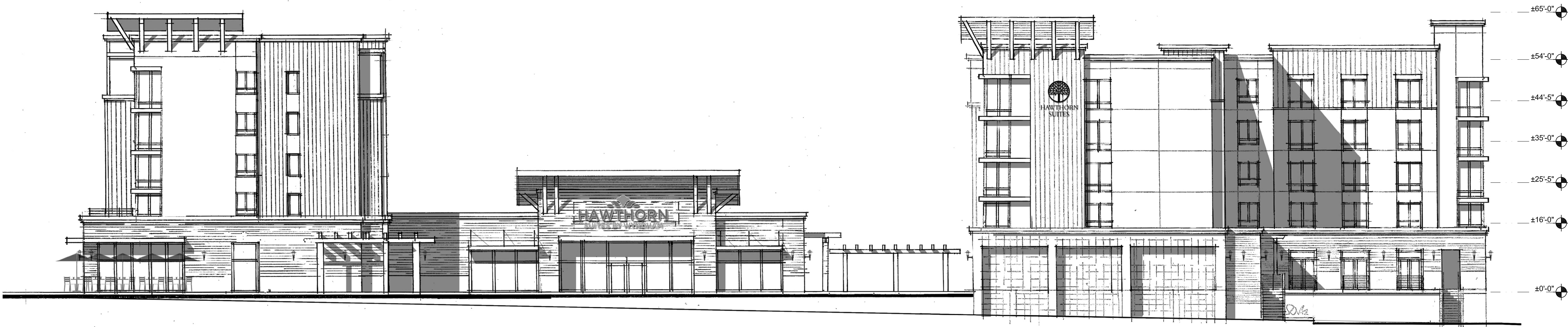
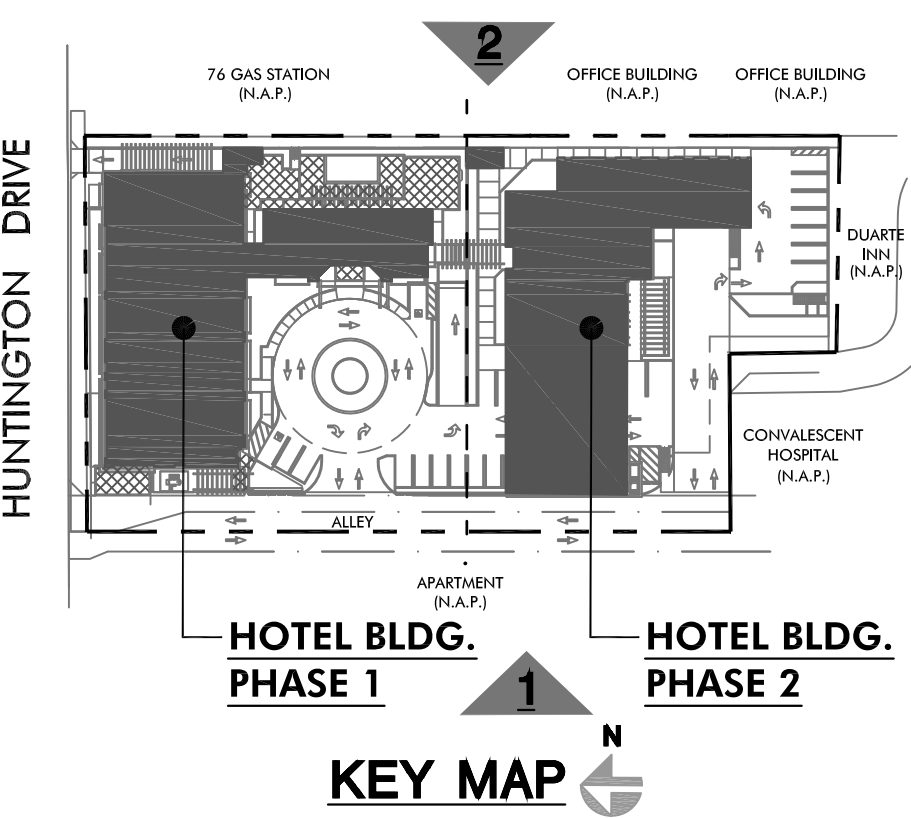
PROPOSED
EXTERIOR ELEVATIONS
(PHASE 2)

SHEET NUMBER:

A201-2

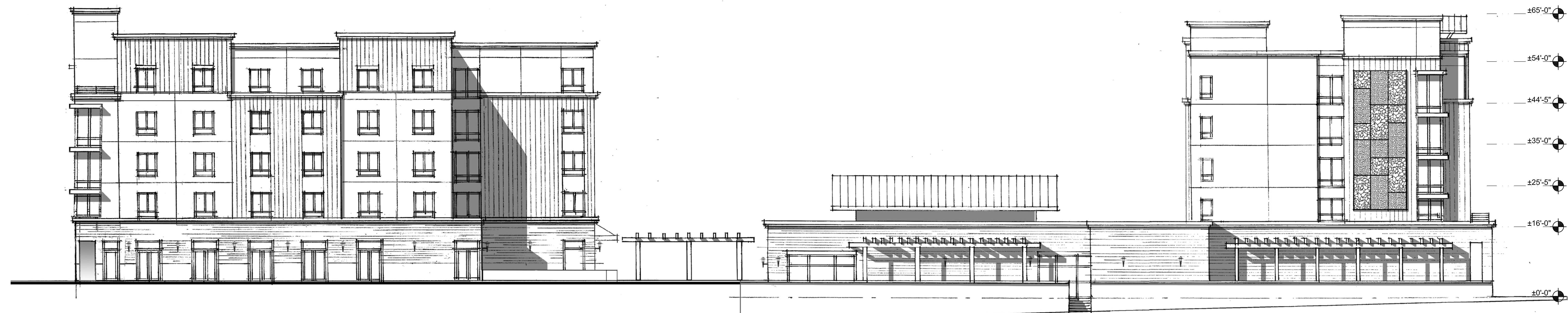
A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



PHASE - 2 WEST ELEVATION

SCALE: 3/32" = 1'-0" 1



PHASE - 2 EAST ELEVATION

SCALE: 3/32" = 1'-0" 2

HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

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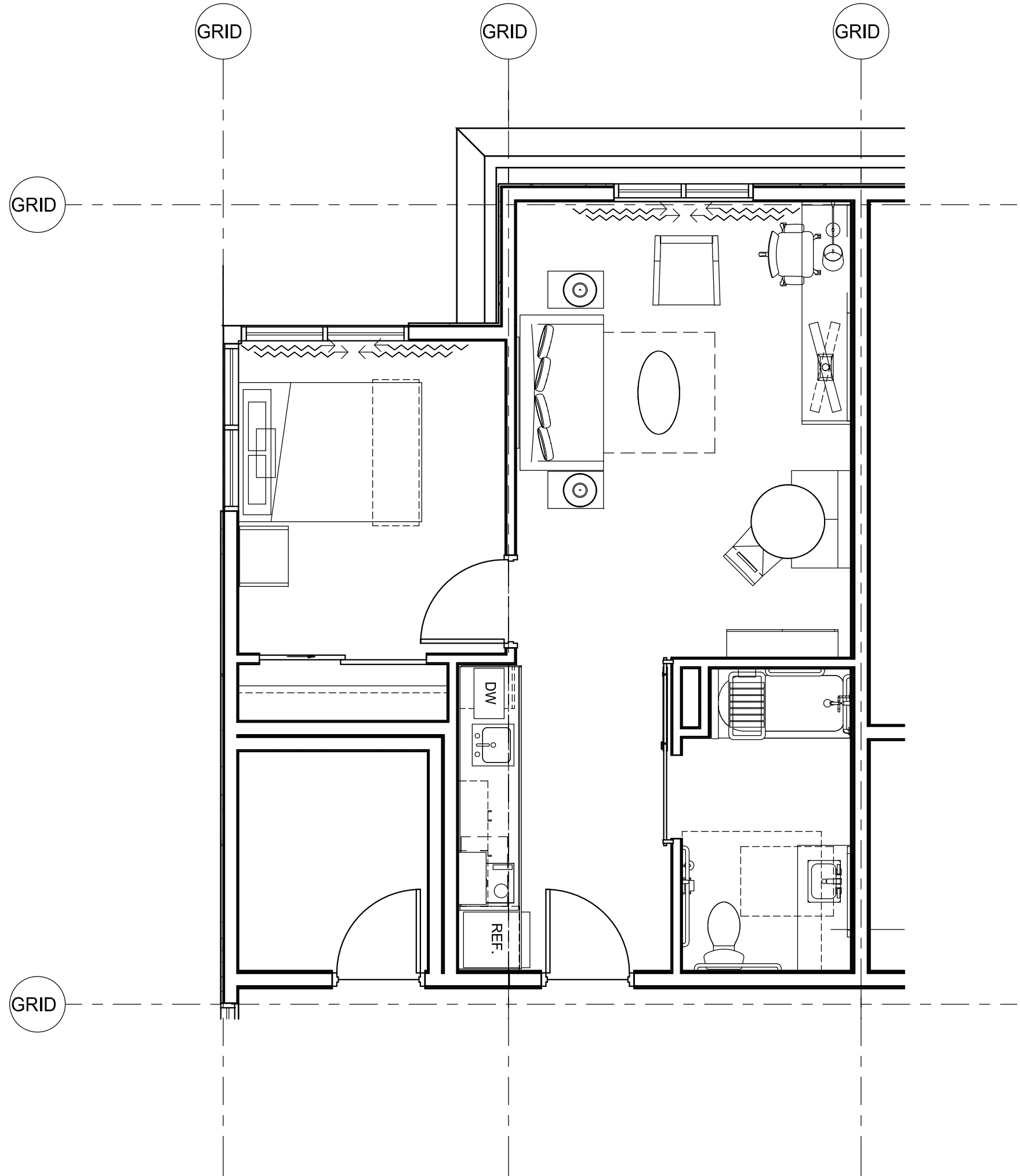
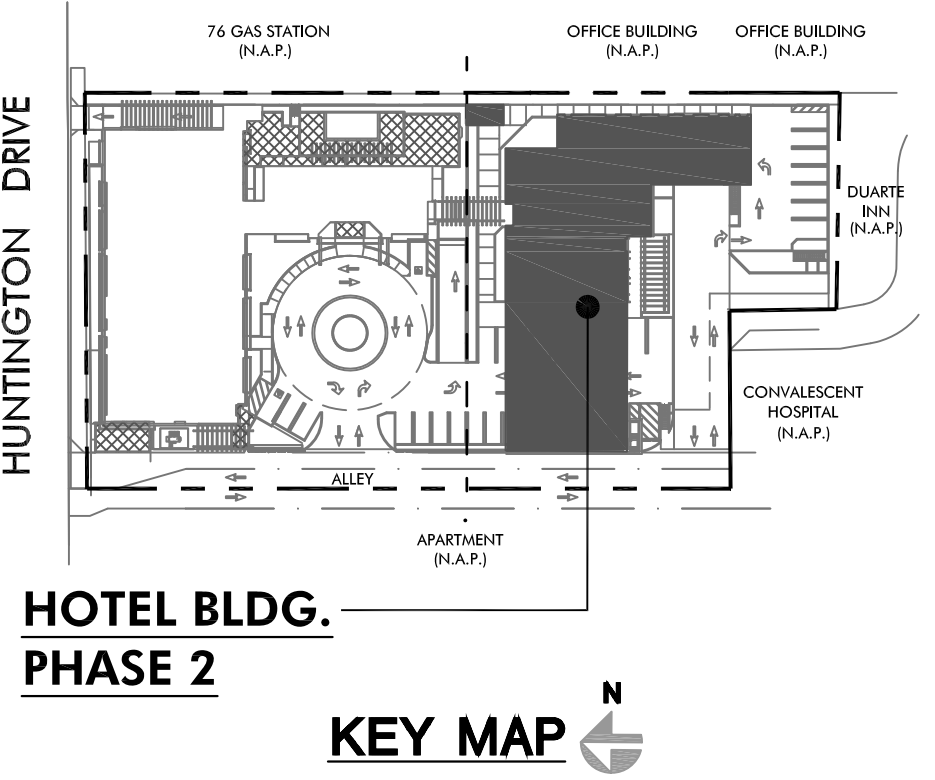
JOB NUMBER: 18190FMA
DRAWN BY: /MH CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

PROPOSED
EXTERIOR ELEVATIONS
(PHASE 1)

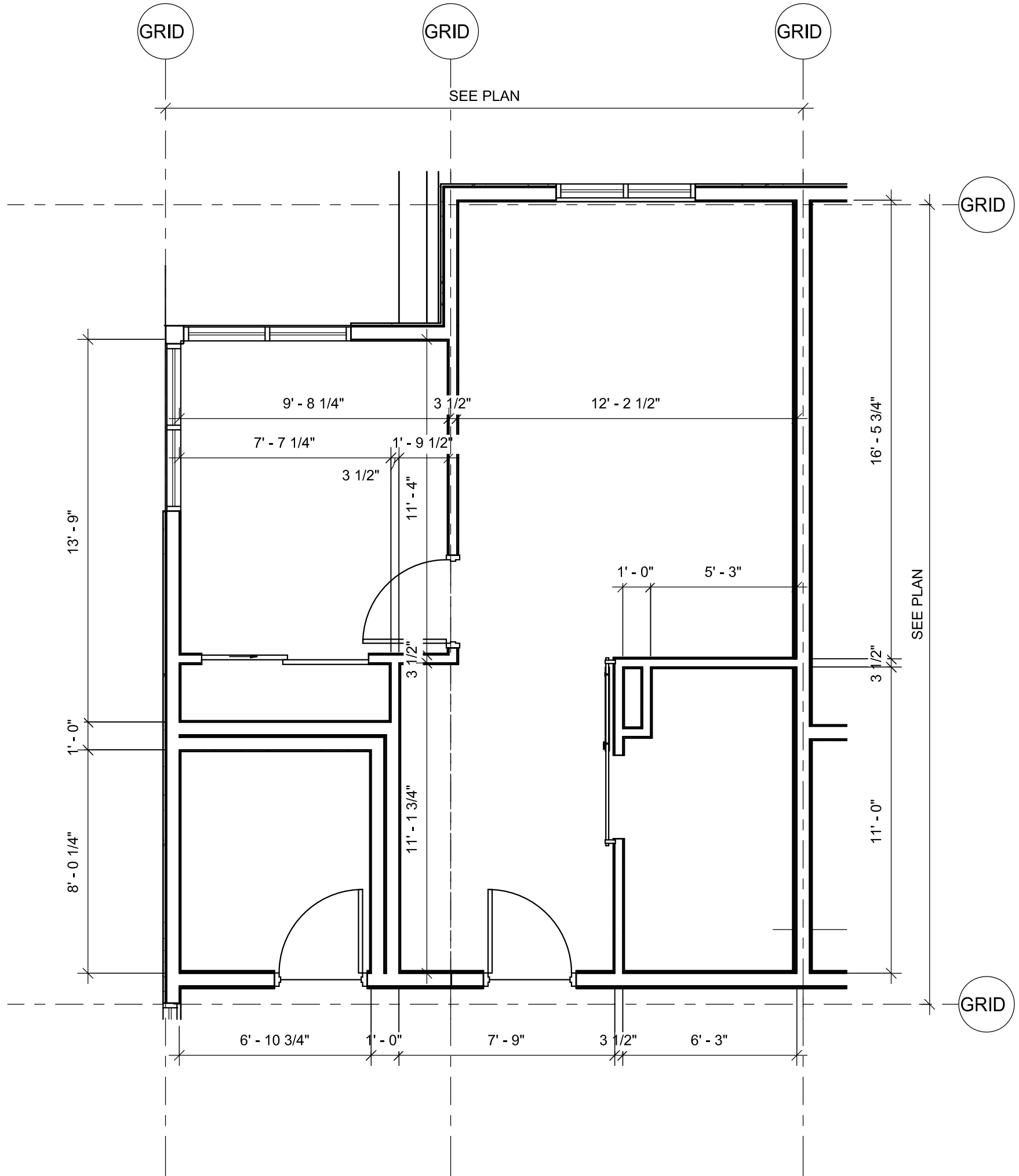
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A202-2

A PROJECT FOR:

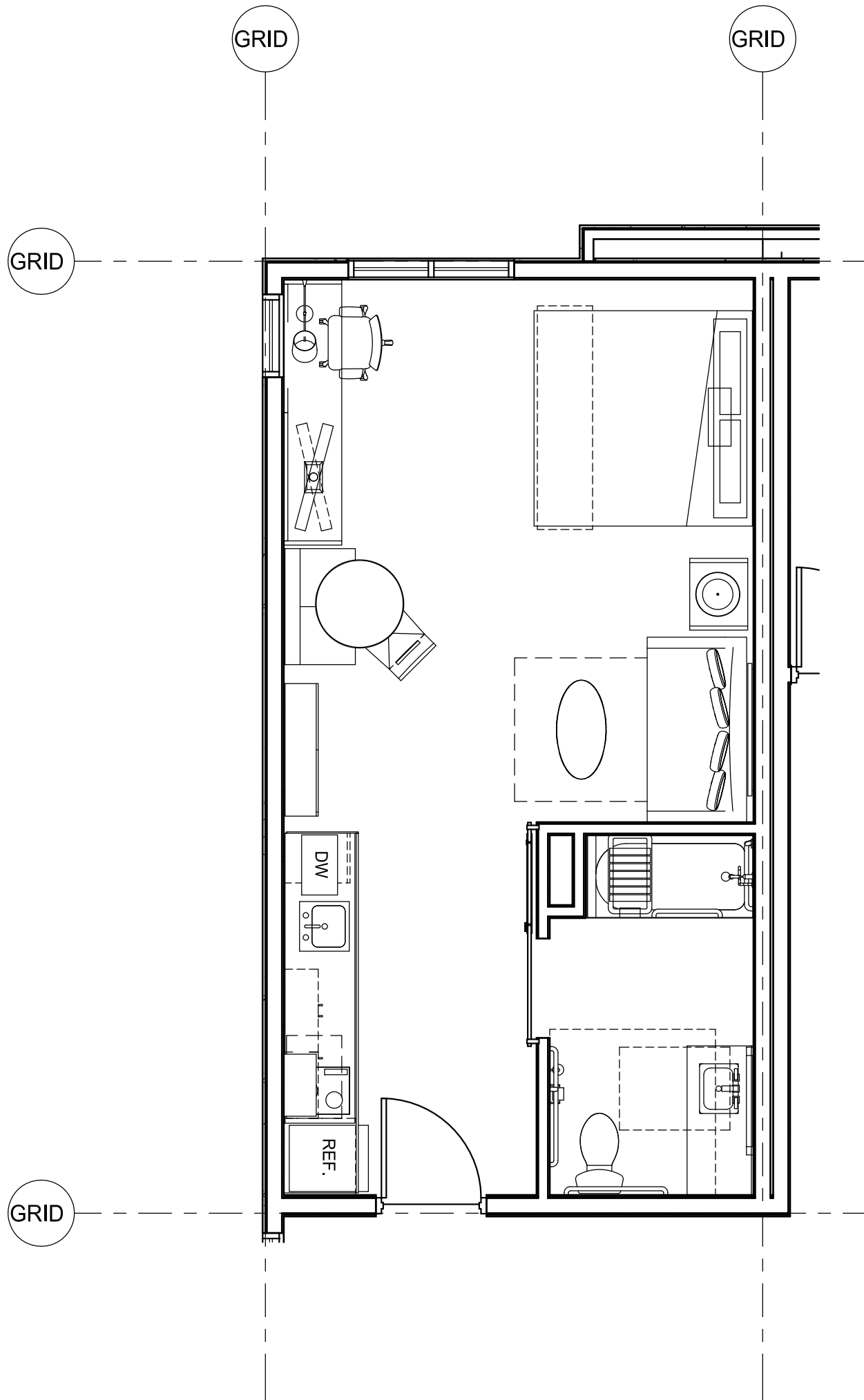
CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



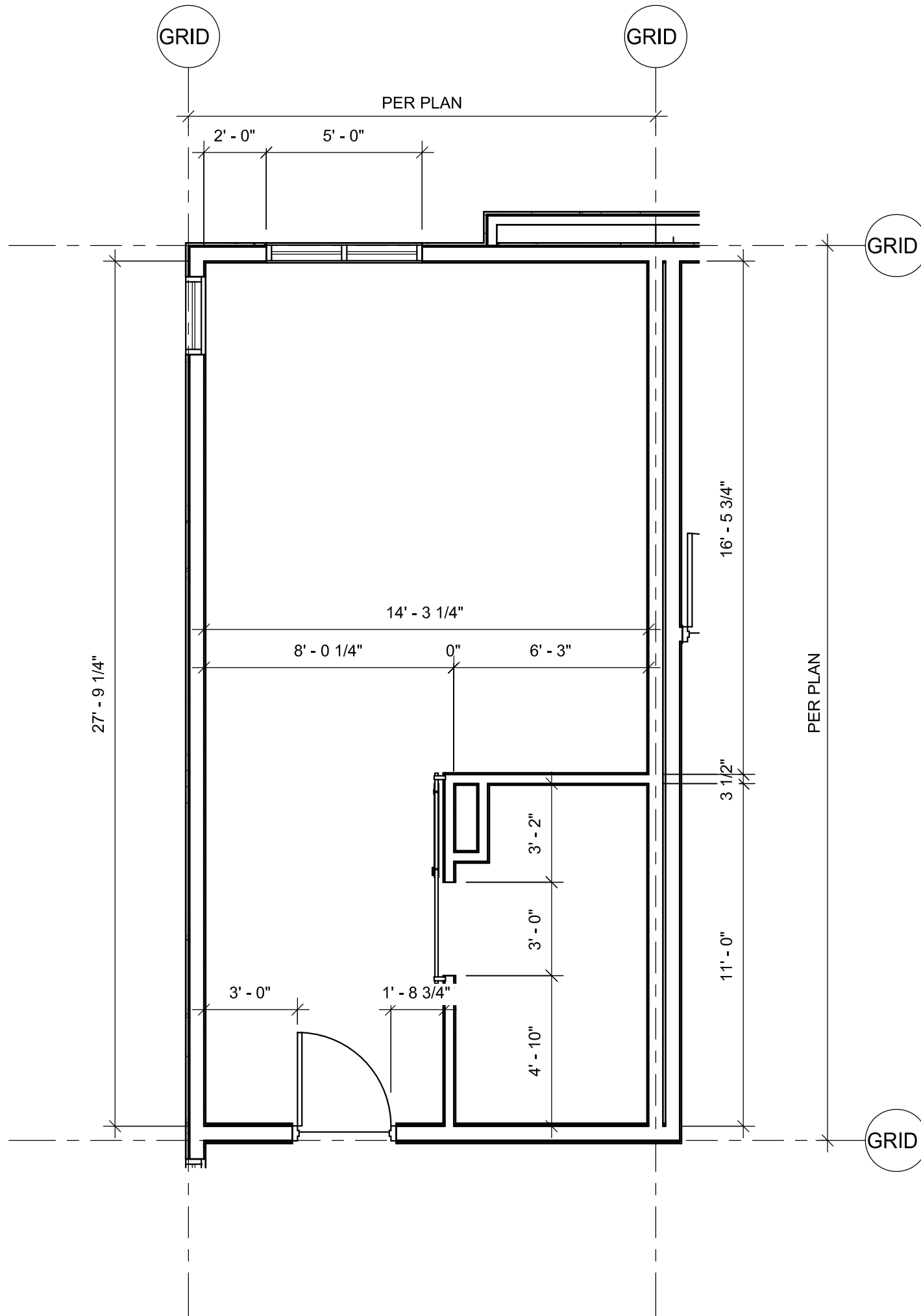
② Phase 1-Queen ADA 1 Bedroom-FF&E Plan (QS2)
1/4" = 1'-0"



① Phase 1-Queen ADA 1 Bedroom-Dim Plan (QS2)
1/4" = 1'-0"



④ Phase 1-King Studio ADA-FF&E Plan (KS2)
1/4" = 1'-0"



③ Phase 1-King Studio ADA-Dim Plan (KS2)
1/4" = 1'-0"

HAWTHORN SUITES BY WYNDHAM
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1230 Huntington Drive
Duarte, California 91010

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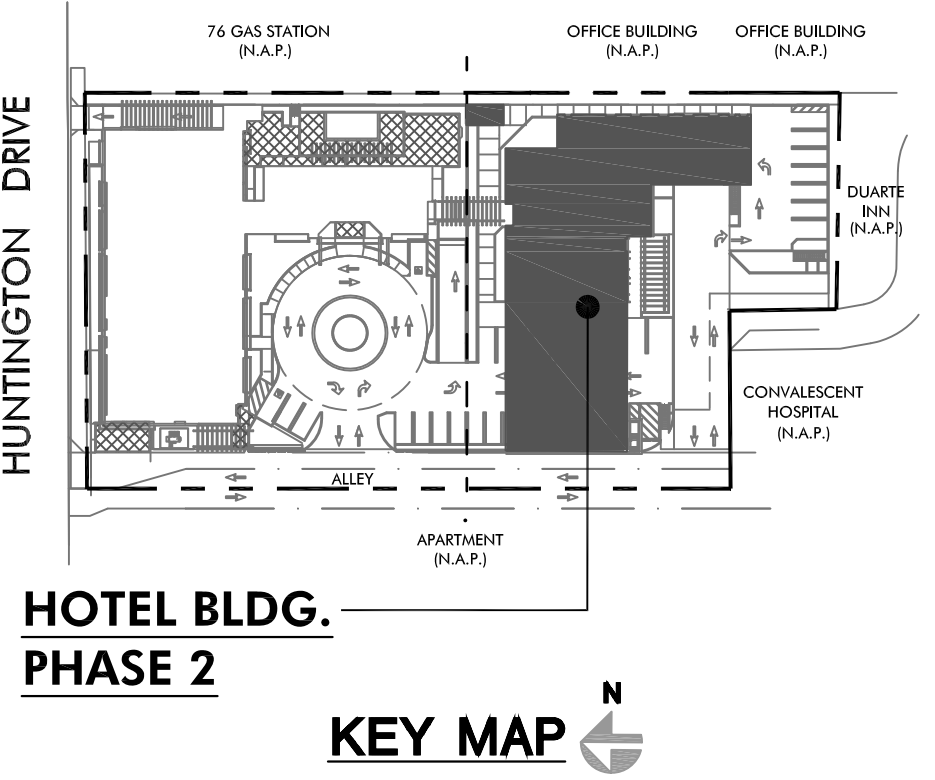
JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

ENLARGED PLANS -
(PHASE 2)

SHEET NUMBER:
A402

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



**HOTEL BLDG.
PHASE 2**

KEY MAP

HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

No.	DATE	DESCRIPTION
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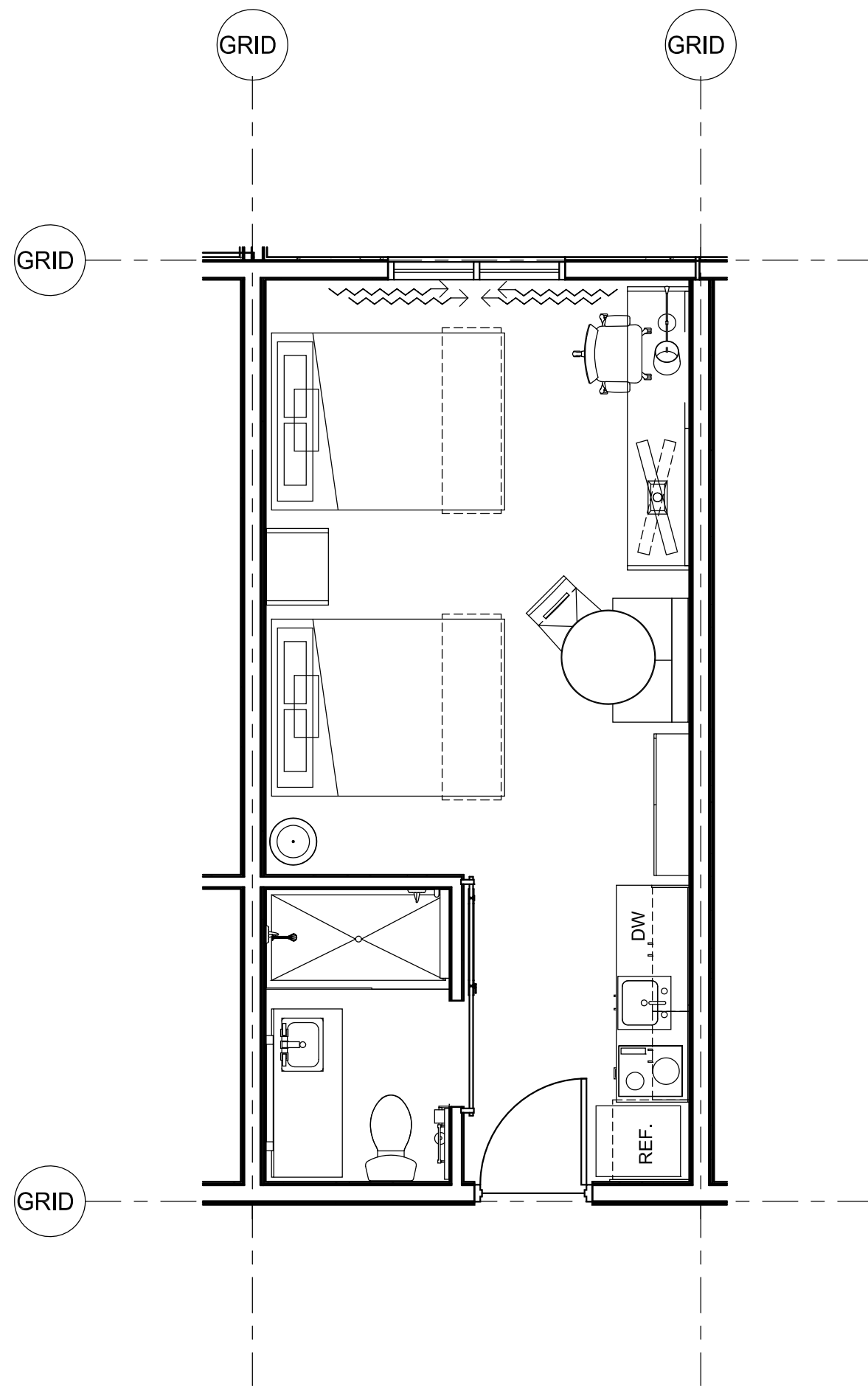
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SHEET DESCRIPTION:

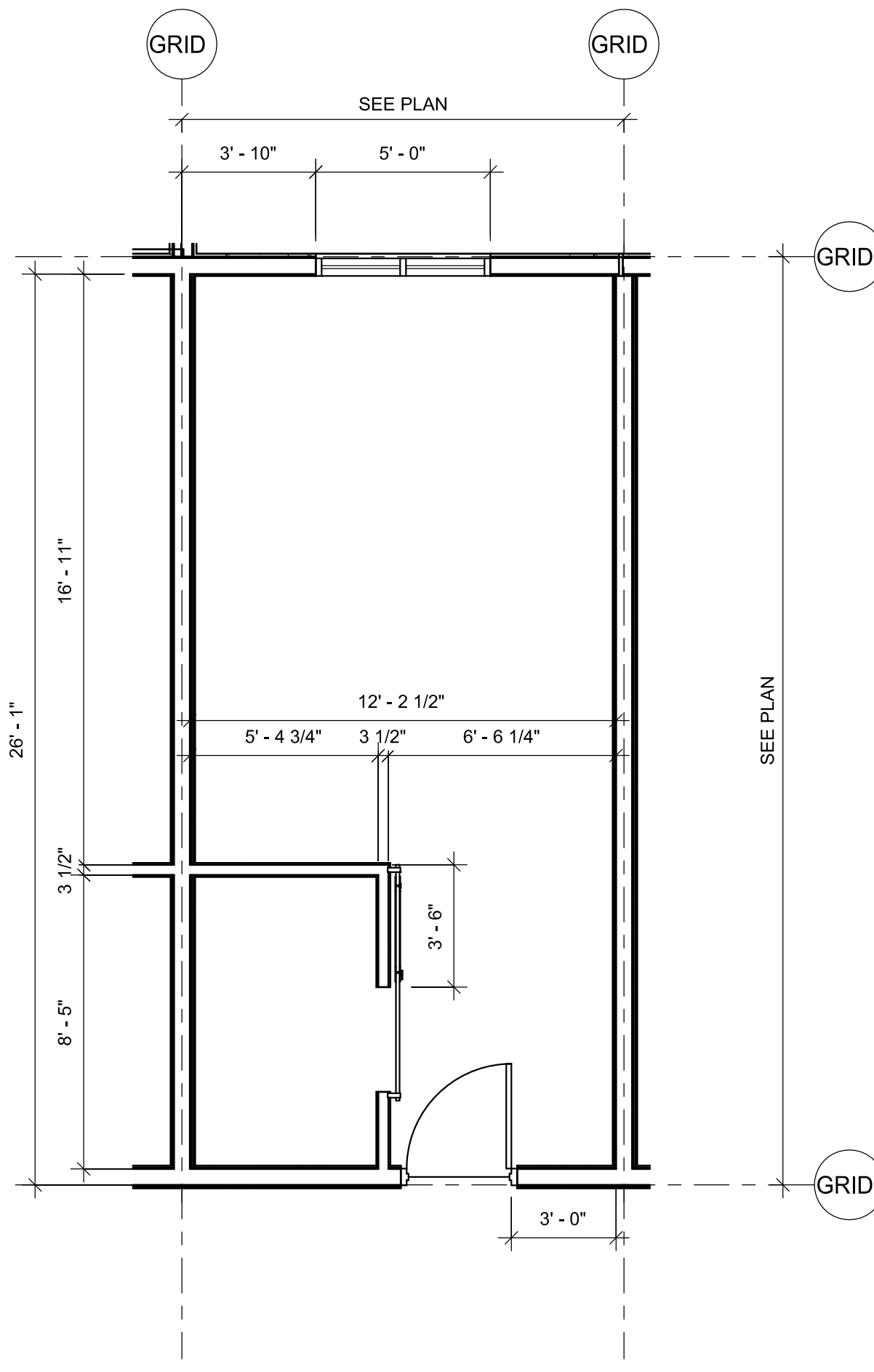
**ENLARGED PLANS -
(PHASE 2)**

SHEET NUMBER:

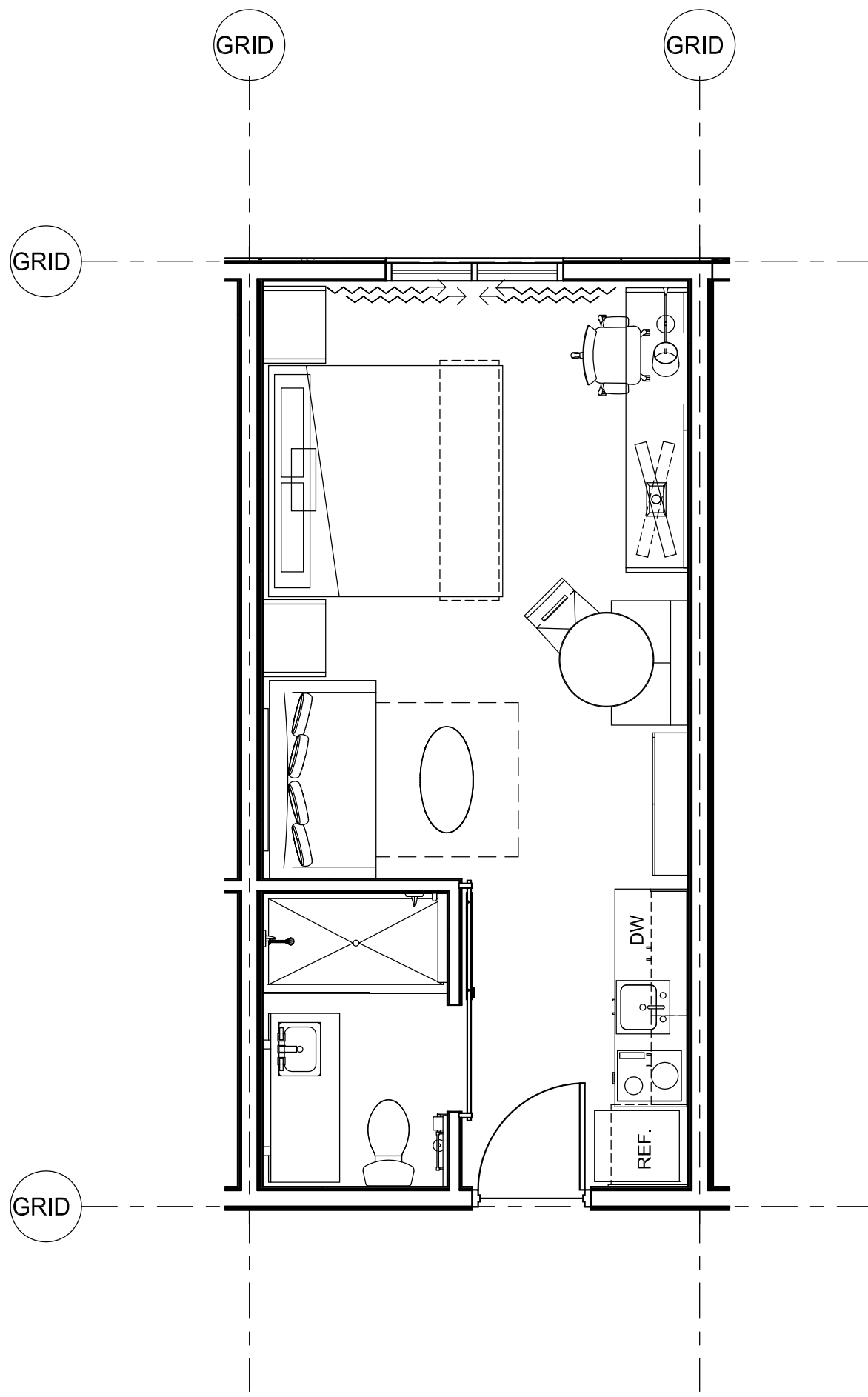
A403



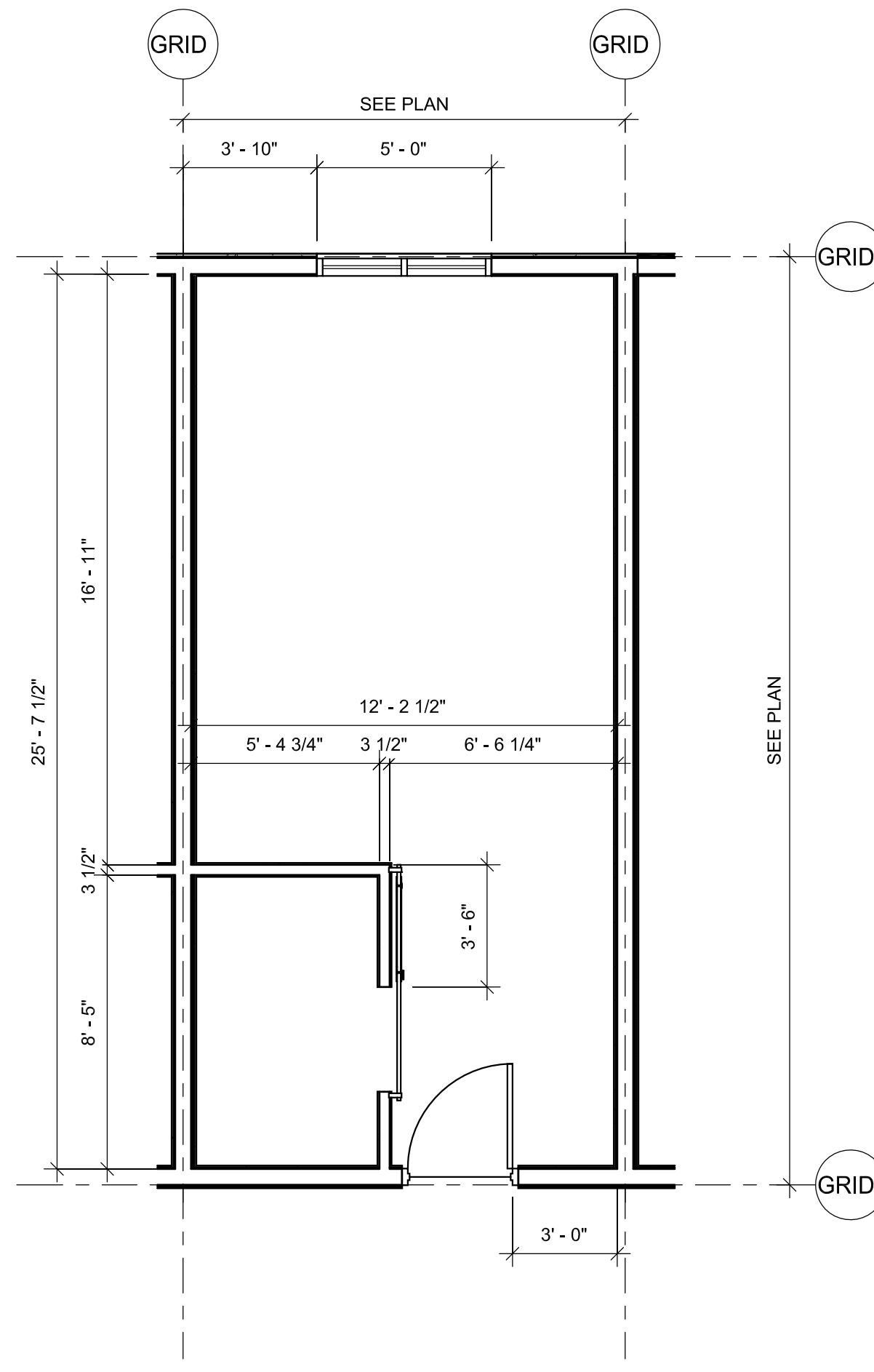
④ Phase 2-Queen Double Studio -FF&E (QS1)
1/4" = 1'-0"



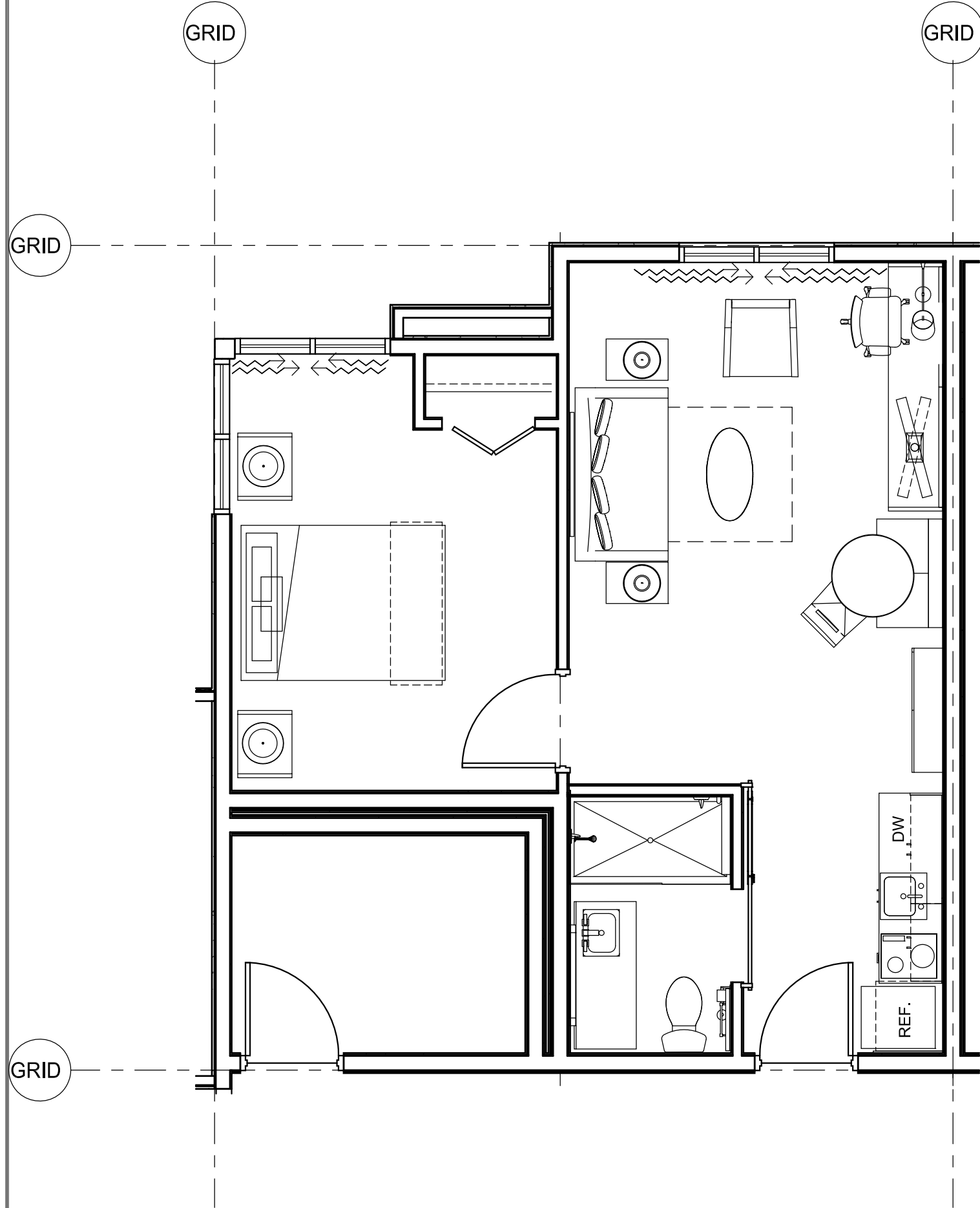
③ Phase 2-Queen Double Studio -Dim Plan (QS1)
1/4" = 1'-0"



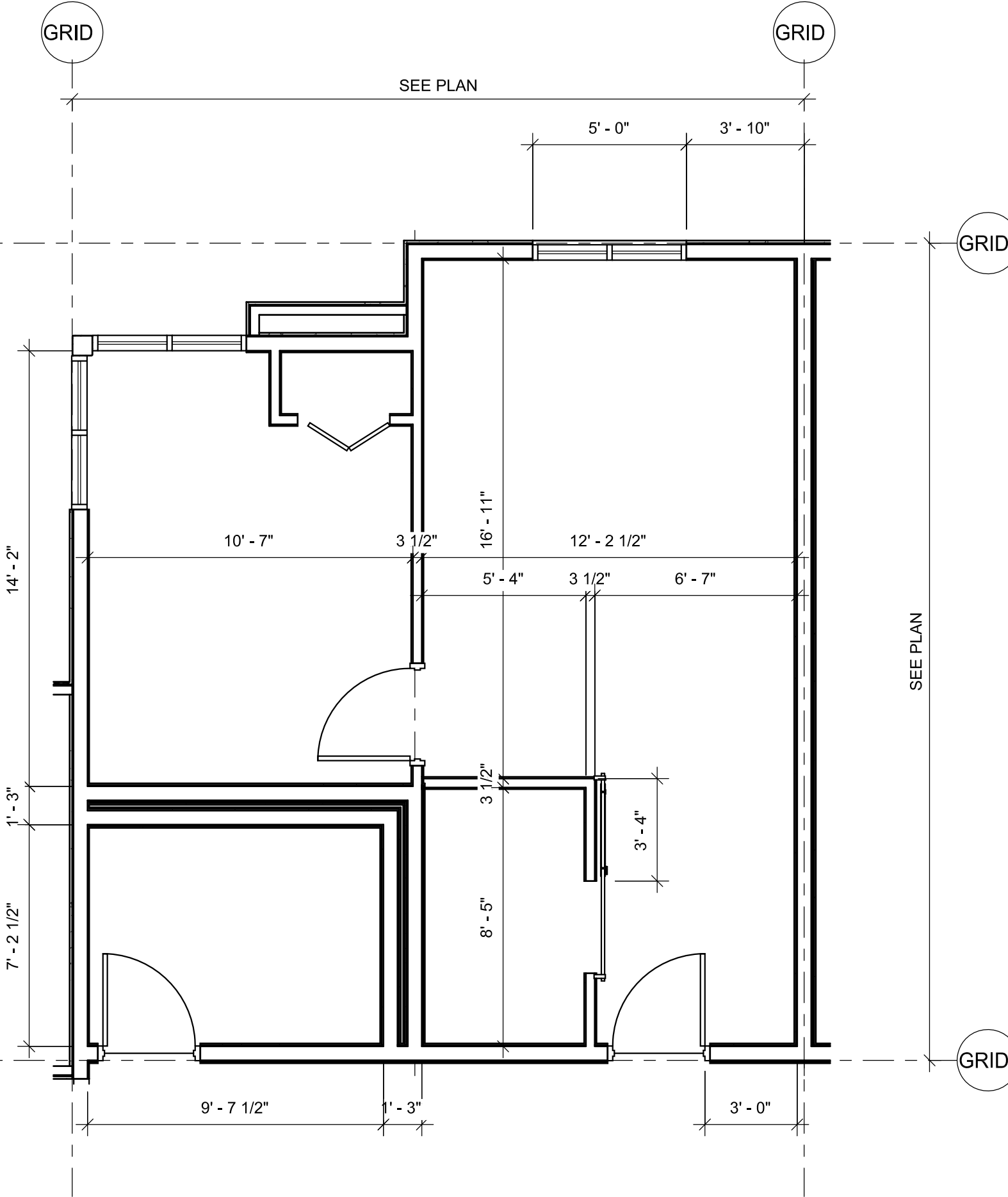
② Phase 2-King Studio 1-FF&E (KS1)
1/4" = 1'-0"



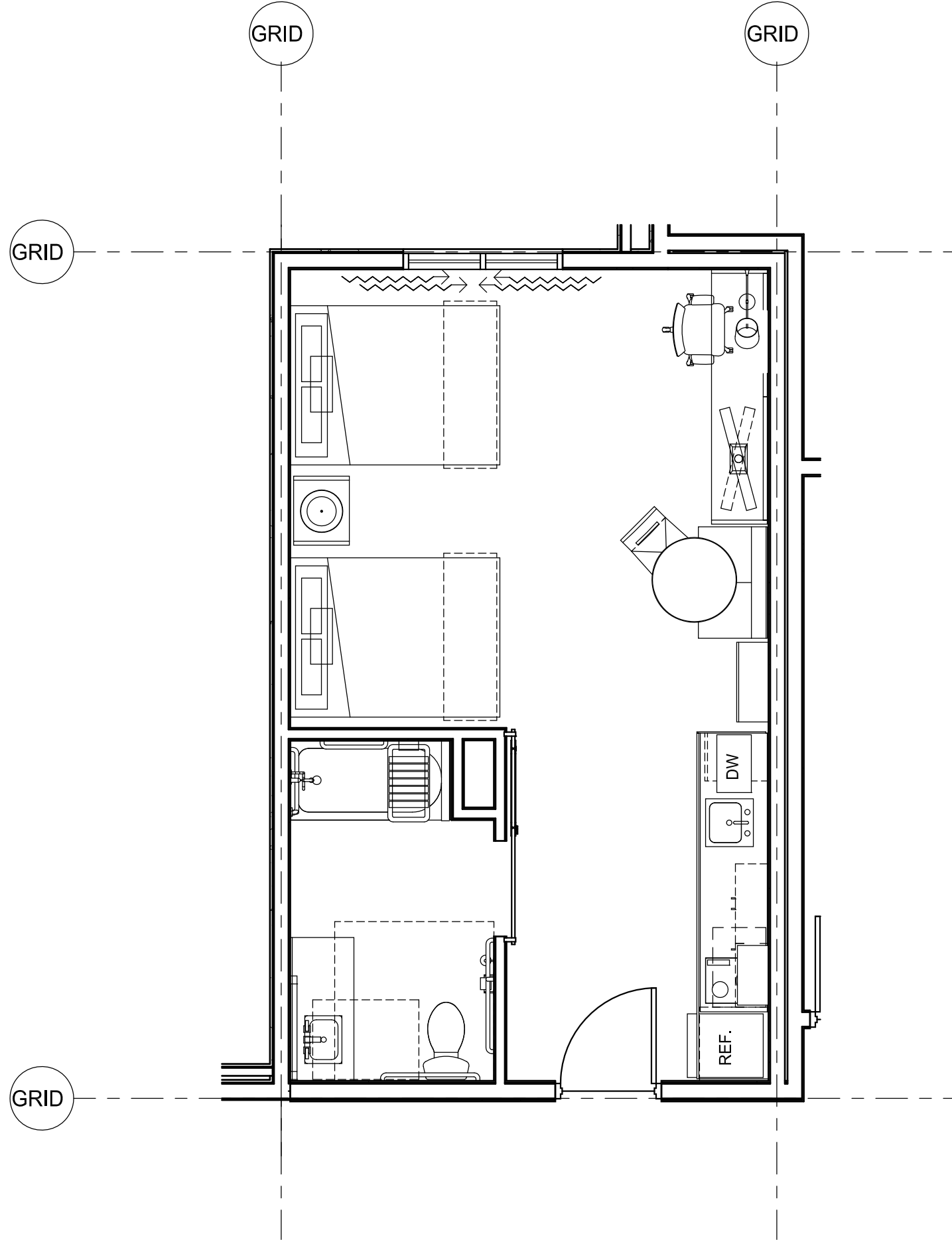
① Phase 2-King Studio 1 -Dim Plan (KS1)
1/4" = 1'-0"



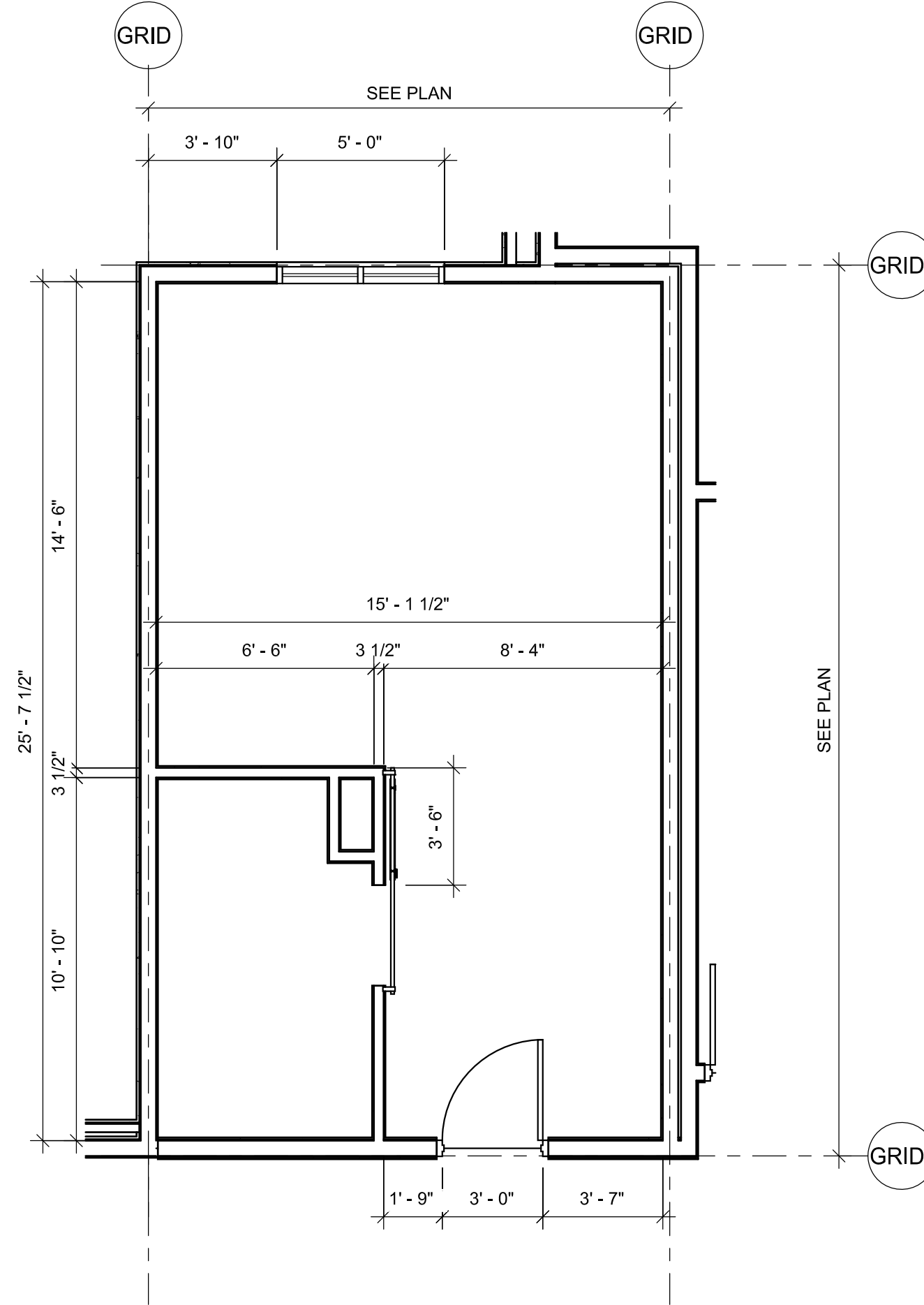
⑧ Phase 2-Queen Single 1 Bedroom-FF&E (QS5)
1/4" = 1'-0"



⑦ Phase 2-Queen Single 1 Bedroom-Dim Plan (QS5)
1/4" = 1'-0"



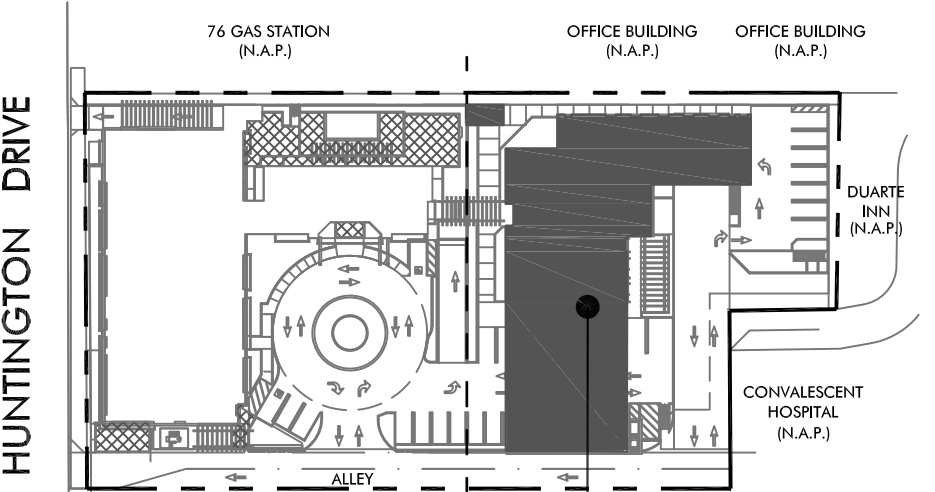
⑥ Phase 2-Double Queen ADA-FF&E
1/4" = 1'-0"



⑤ Phase 2-Double Queen ADA-Dim Plan
1/4" = 1'-0"

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



HOTEL BLDG.
PHASE 2

KEY MAP

HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA

1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

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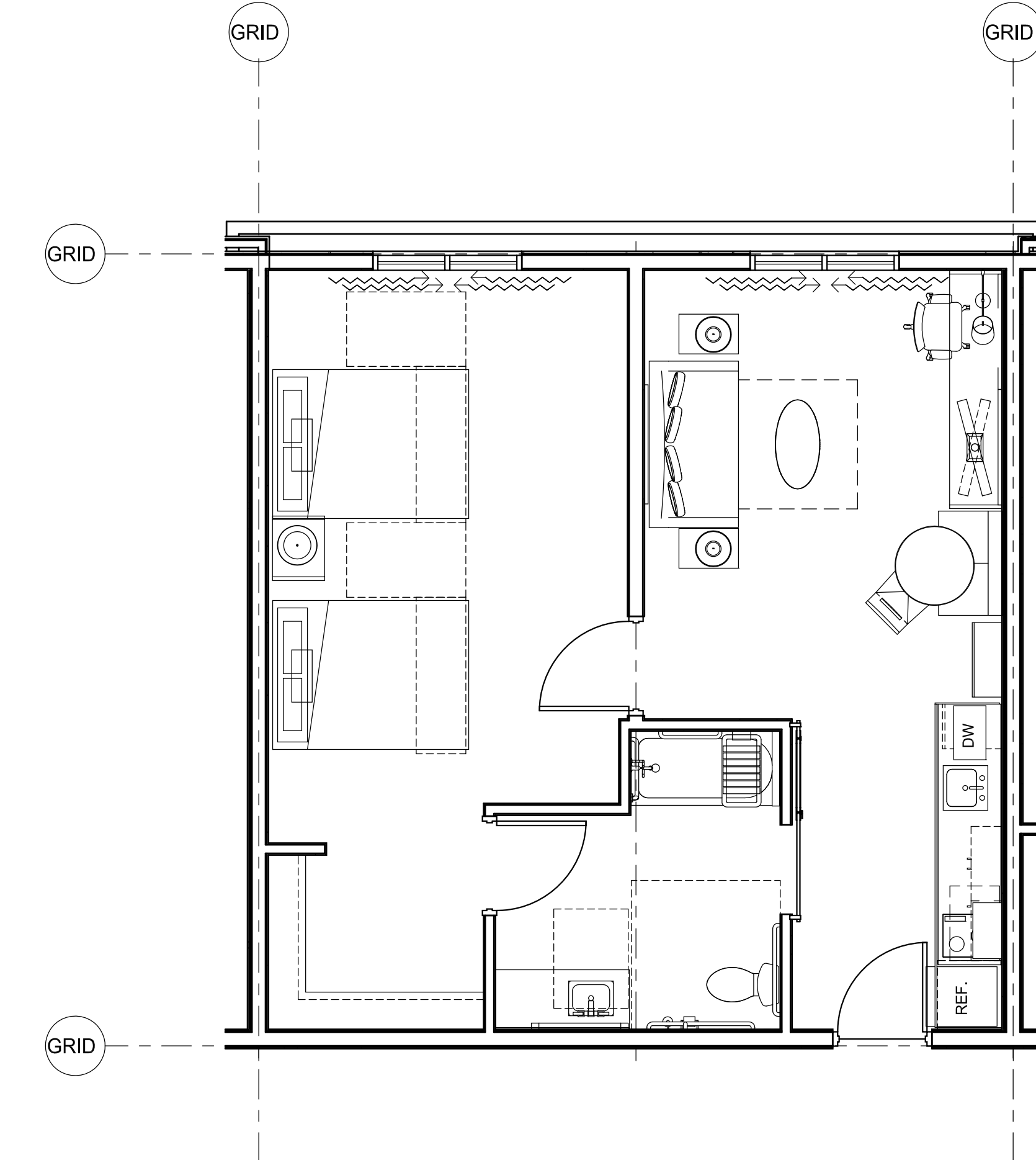
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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

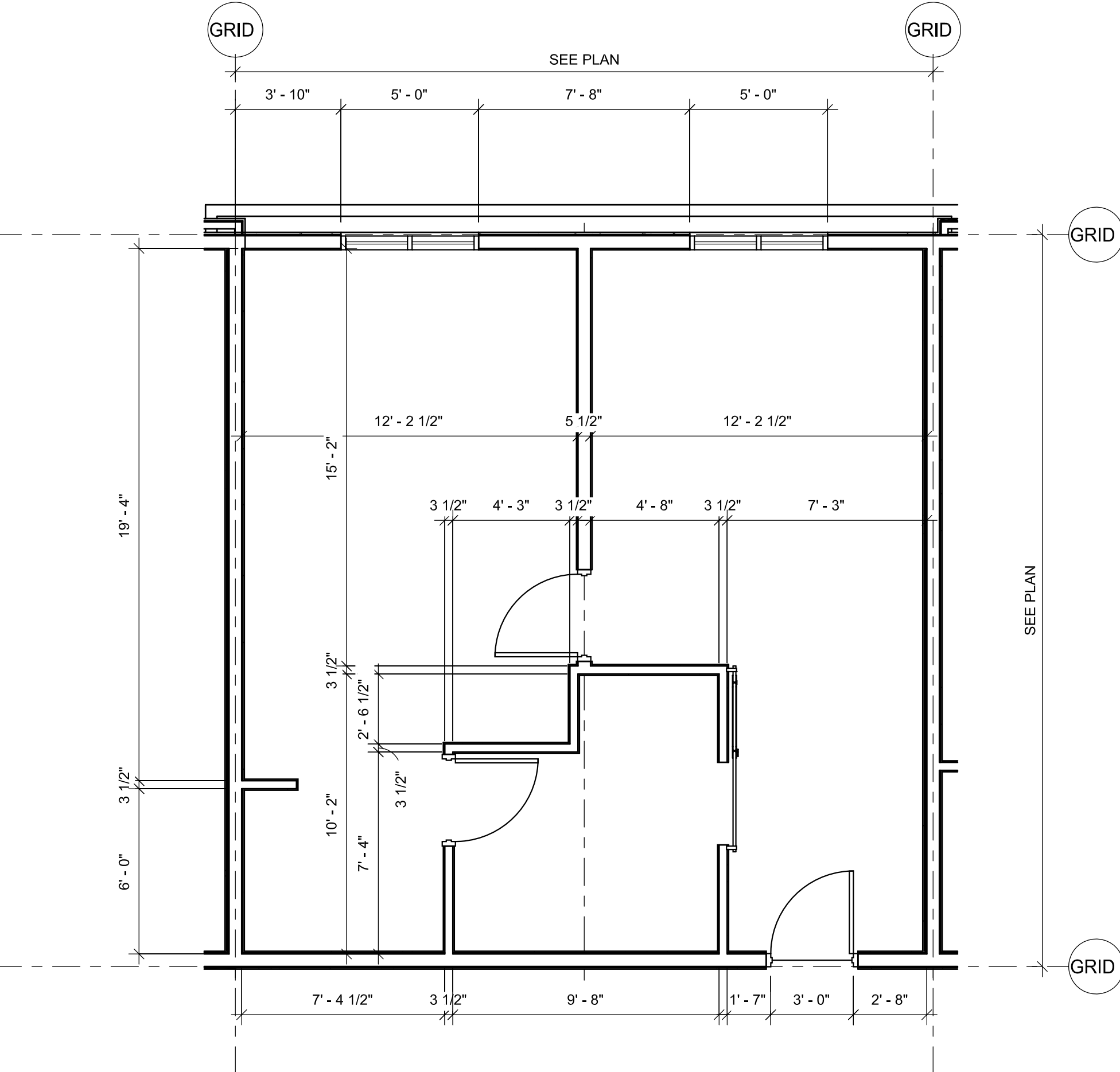
ENLARGED PLANS -
(PHASE 2)

SHEET NUMBER:

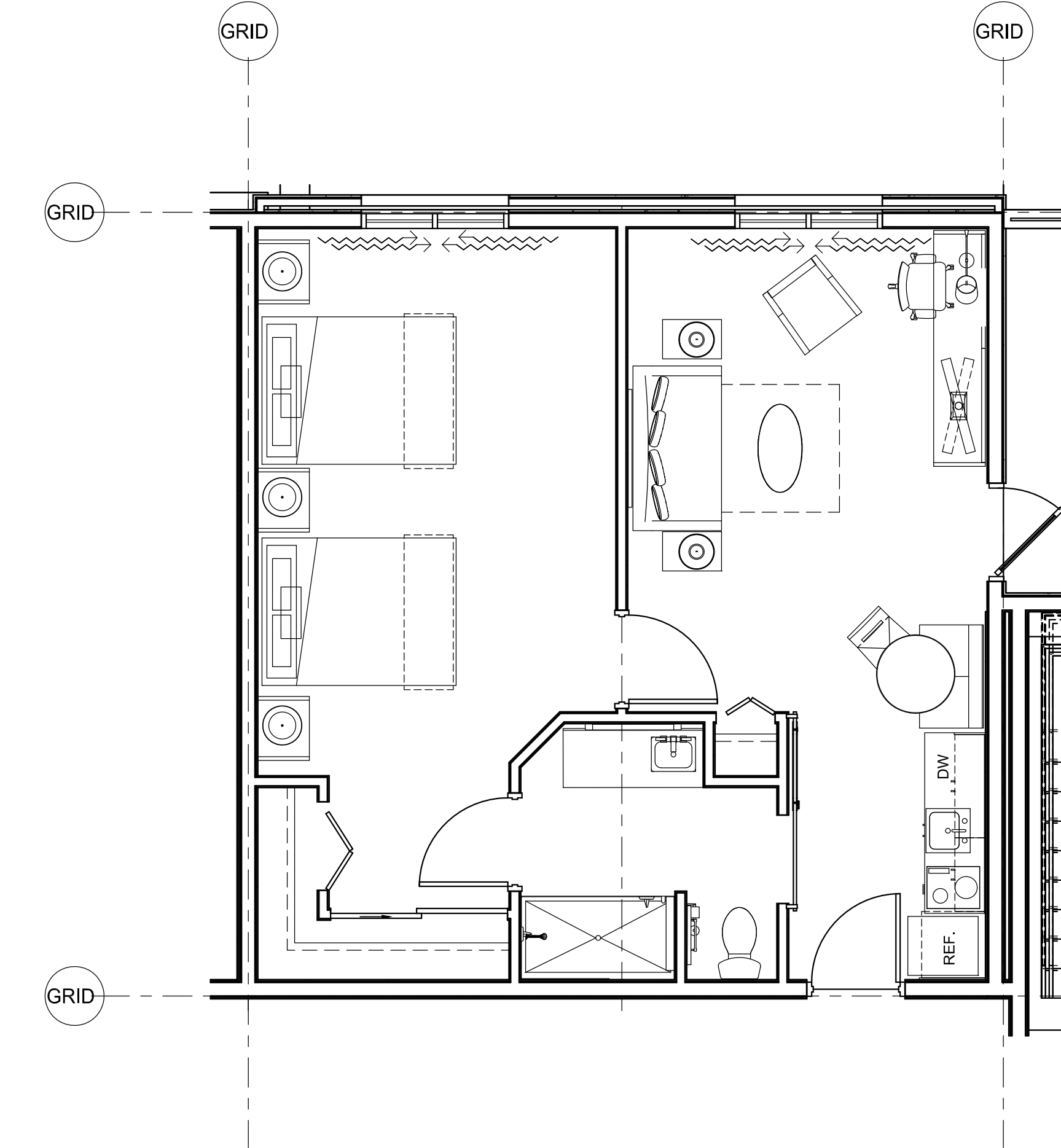
A404



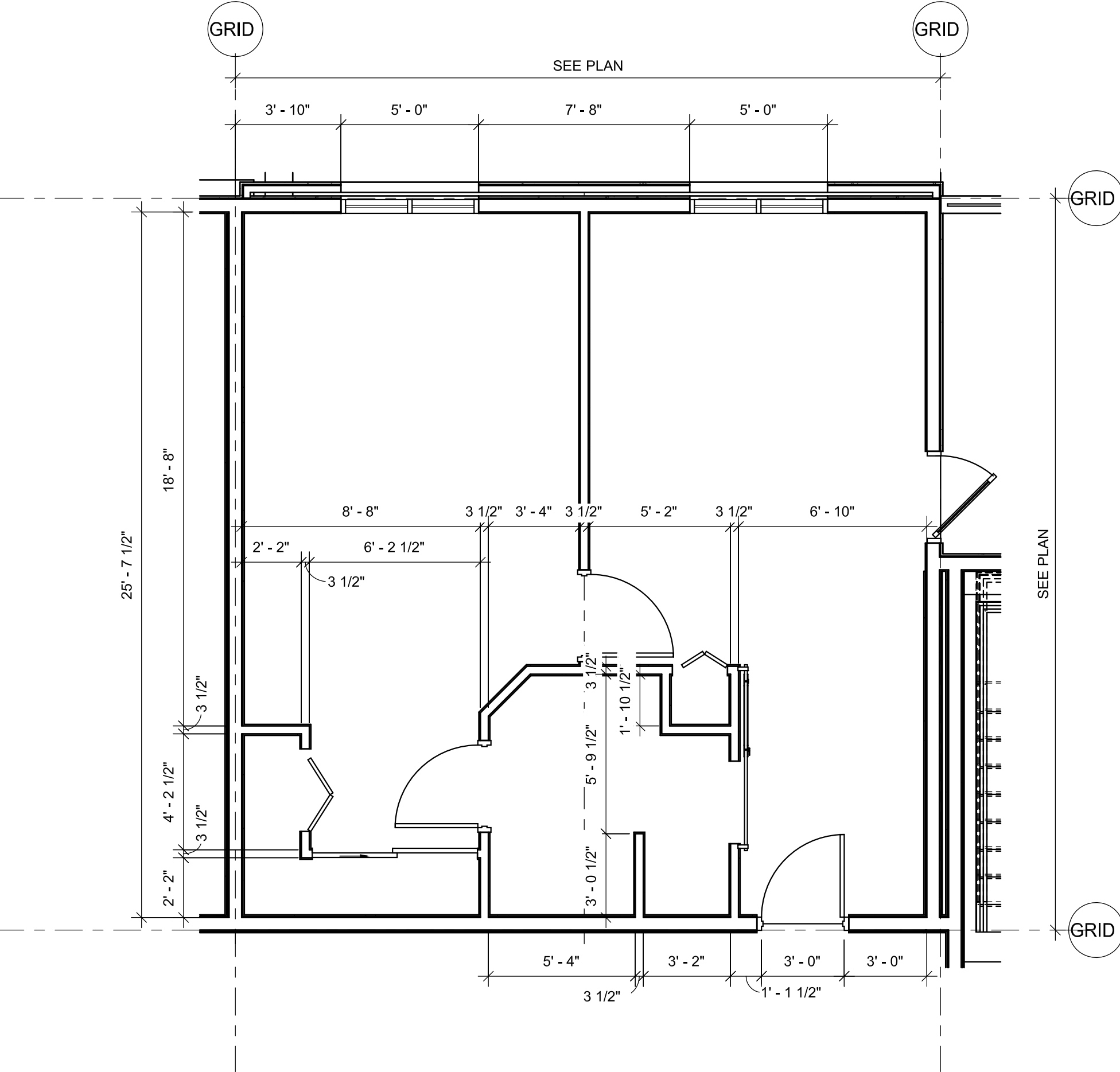
③ Phase 2-Double Suite Queen-ADA-FF&E (QS6)
1/4" = 1'-0"



① Phase 2-Double Suite Queen-ADA-Dim Plan (QS6)
1/4" = 1'-0"



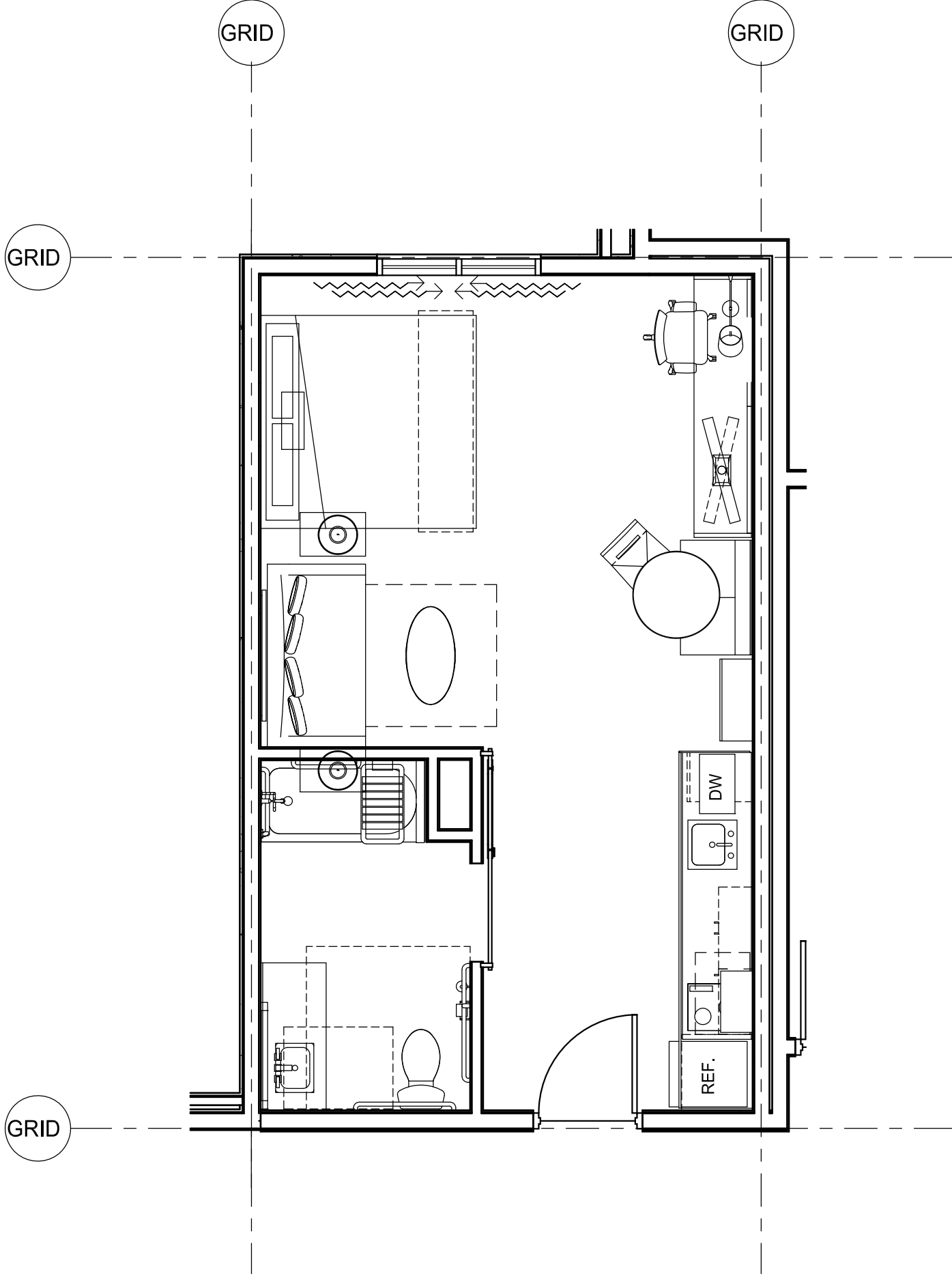
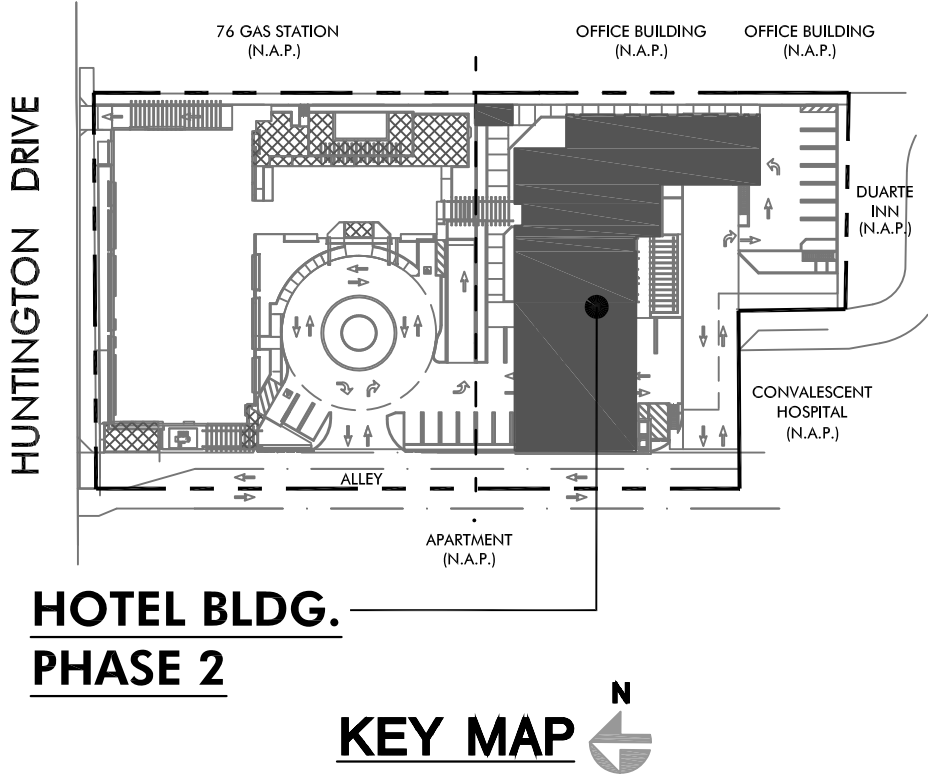
④ Phase 2-Double Suite Queen-FF&E (QS3)
1/4" = 1'-0"



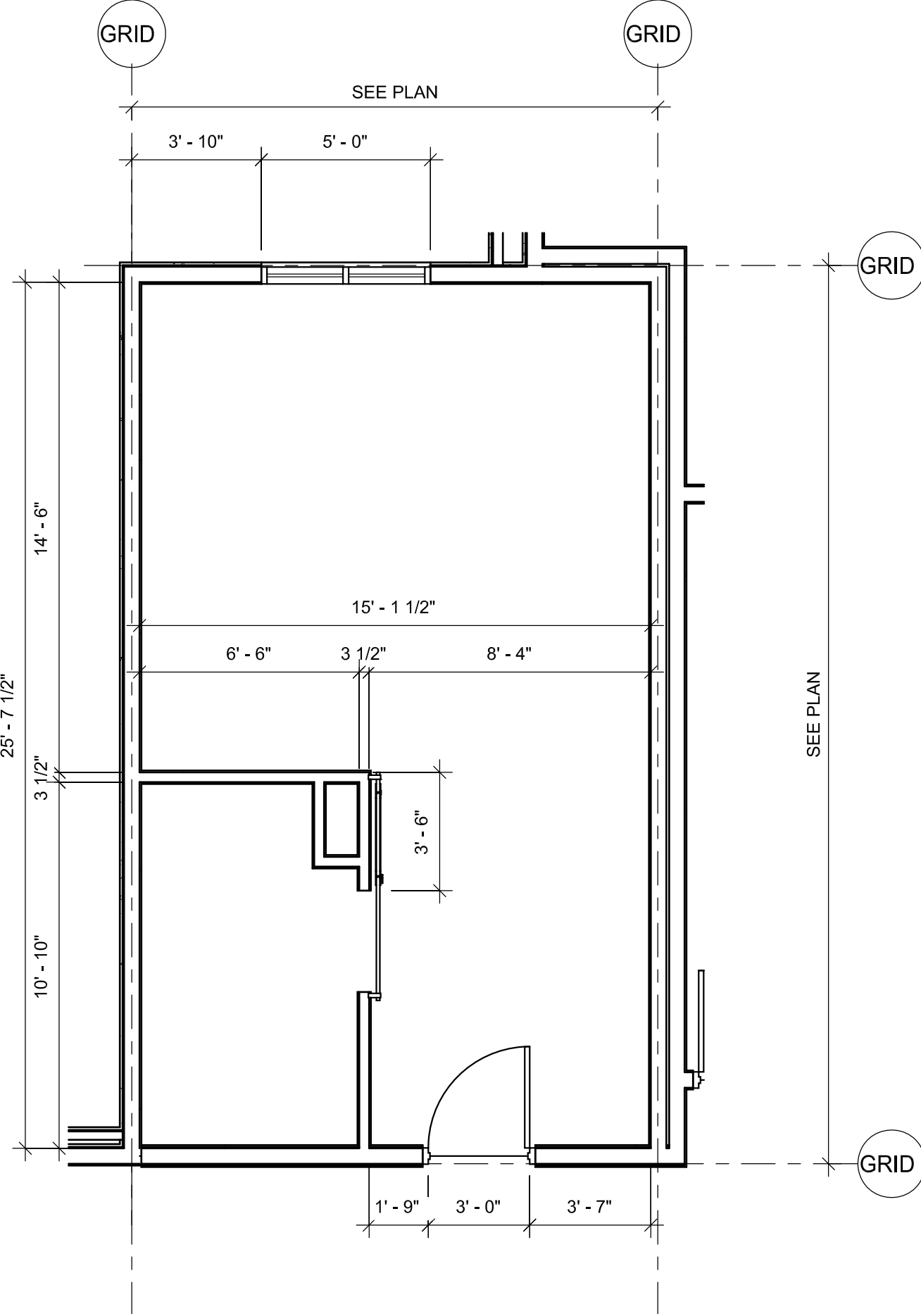
② Phase 2-Double Suite Queen-Dim Plan (QS3)
1/4" = 1'-0"

A PROJECT FOR:

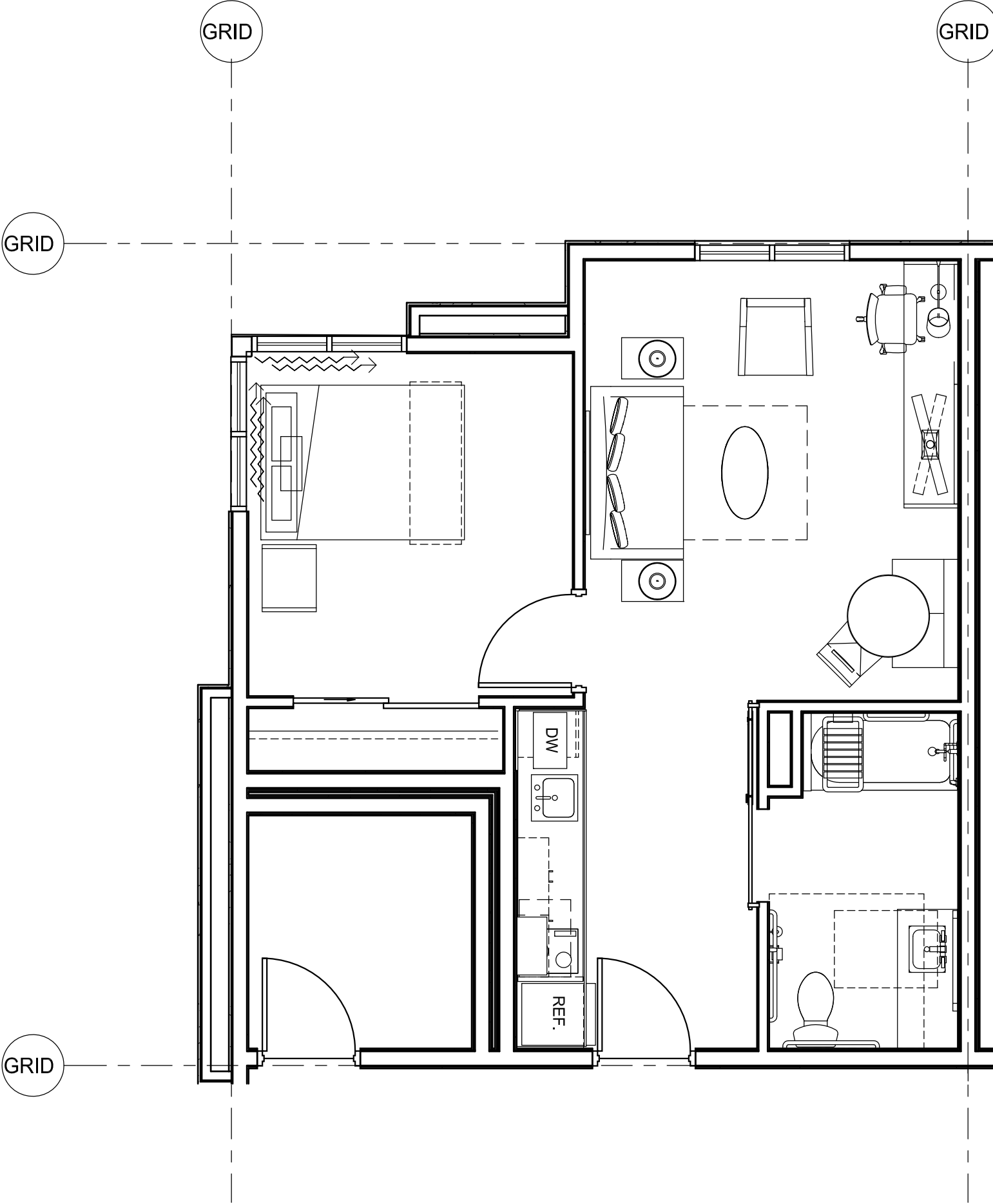
CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



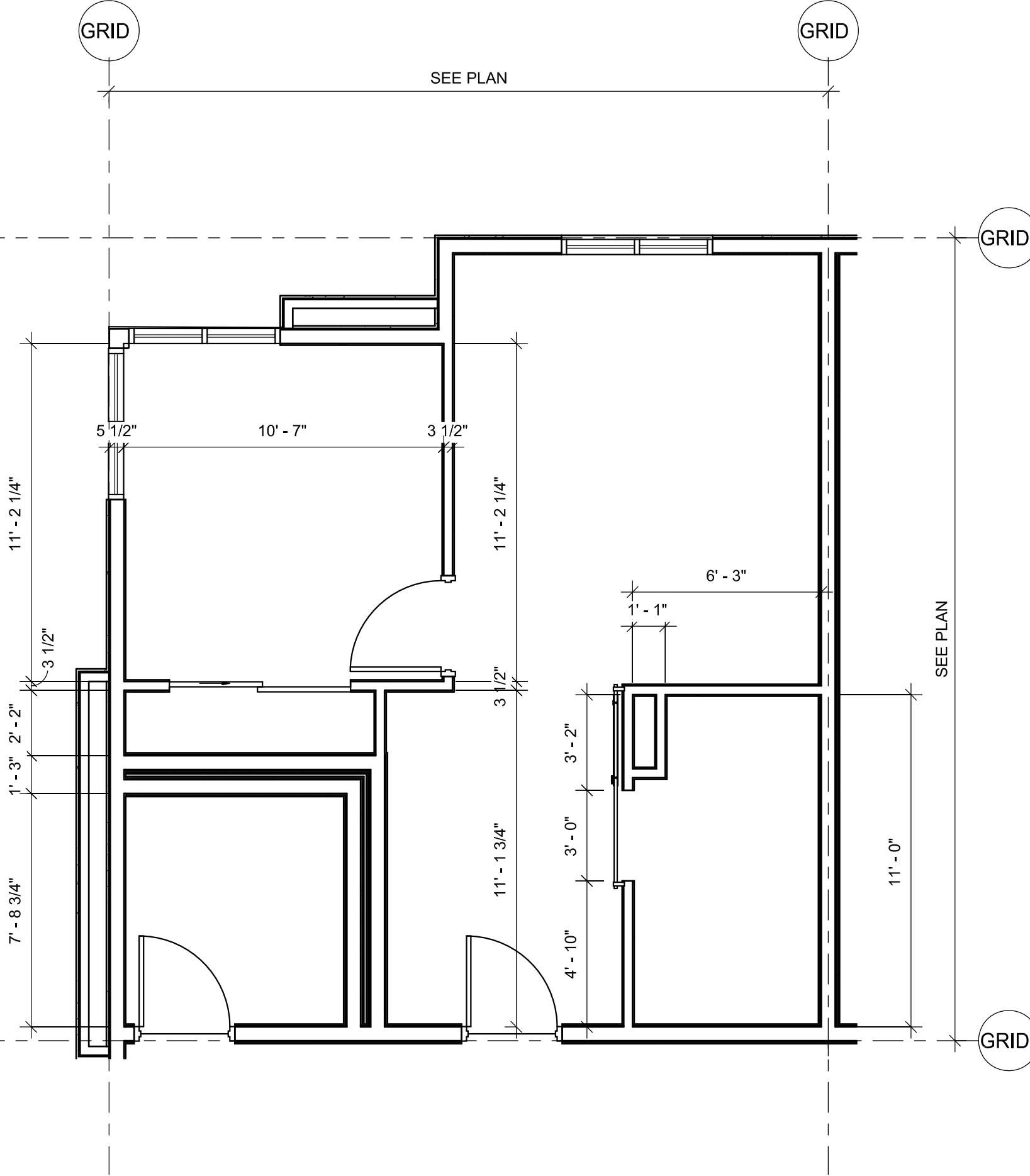
② Phase 2-King Studio ADA-FF&E (KS2)
1/4" = 1'-0"



① Phase 2-King Studio ADA-Dim Plan (KS2)
1/4" = 1'-0"



④ Phase 2-Queen Single ADA 1 Bedroom-FF&E Plan (QS4)
1/4" = 1'-0"



③ Phase 2-Queen Single ADA 1 Bedroom-Dim Plan (QS4)
1/4" = 1'-0"

HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

ENLARGED PLANS -
(PHASE 2)

SHEET NUMBER:

A405



PERSPECTIVE VIEW FROM HUNTINGTON DRIVE LOOKING SOUTHWEST

SCALE: N.T.S.

1



PERSPECTIVE VIEW FROM SOUTHWEST CORNER LOOKING NORTHEAST

SCALE: N.T.S.

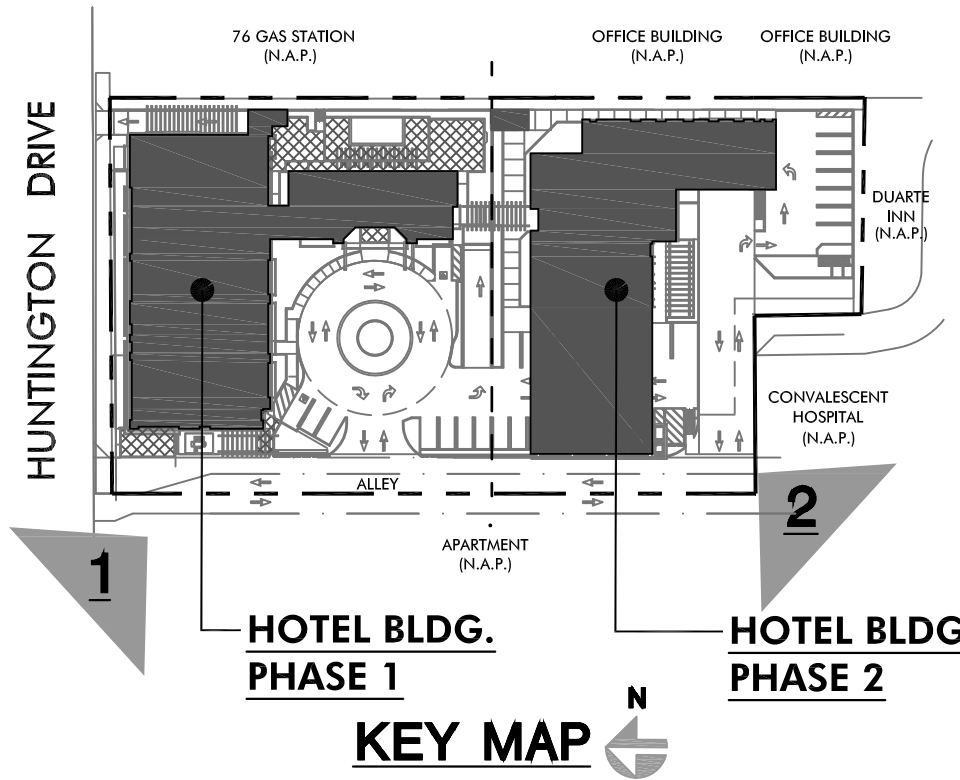
2

McKently Malak ARCHITECTS

35 Hugus Alley Suite 200
Pasadena California 91103-3648
TEL 626 583 8348 FAX 626 583 8387

A PROJECT FOR:

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1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



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DUARTE, CALIFORNIA**
1230 Huntington Drive
Duarte, California 91010

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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

**PERSPECTIVE VIEWS
(PHASE 1 & 2)**

SHEET NUMBER:

RE-01



PERSPECTIVE VIEW FROM HUNTINGTON DRIVE LOOKING SOUTHWEST

SCALE: N.T.S.

1



PERSPECTIVE VIEW FROM SOUTHEAST CORNER LOOKING NORTHWEST

SCALE: N.T.S.

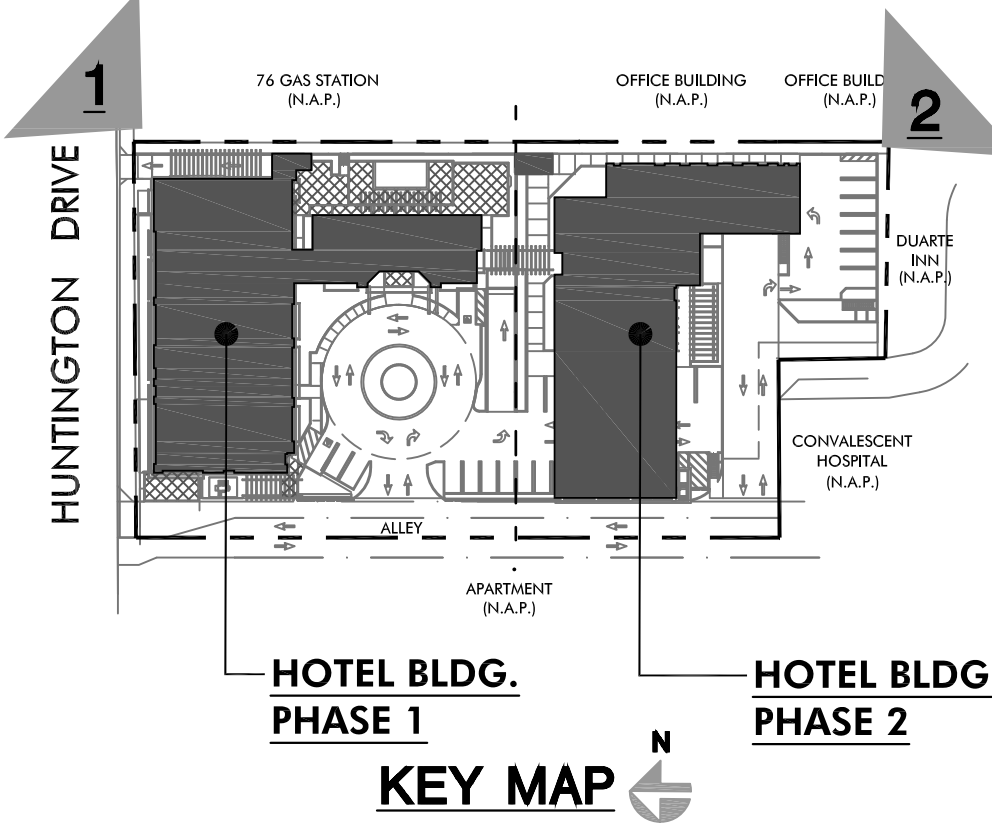
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McKently Malak ARCHITECTS

35 Hugus Alley Suite 200
Pasadena California 91103-3648
TEL 626 583 8348 FAX 626 583 8387

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CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



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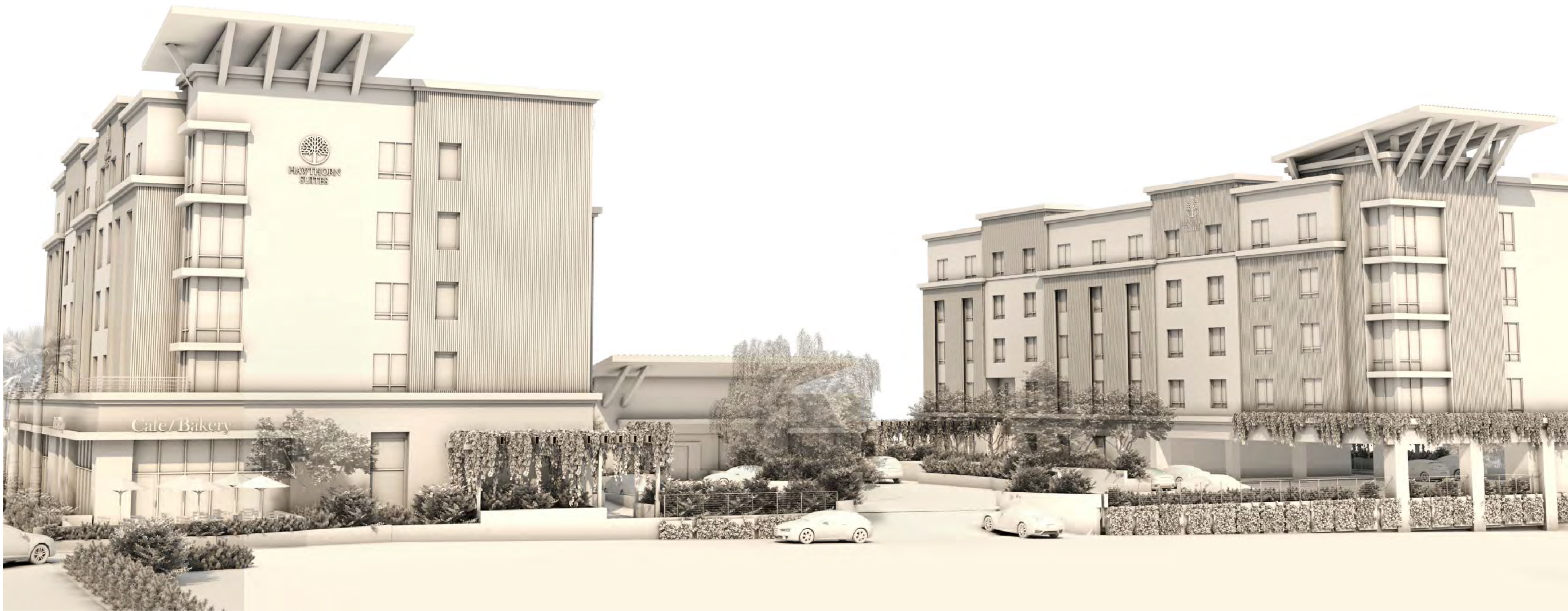
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DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

**PERSPECTIVE VIEWS
(PHASE 1 & 2)**

SHEET NUMBER:

RE-02



PERSPECTIVE VIEW FROM WESTSIDE LOOKING EAST

SCALE: N.T.S.

1



PERSPECTIVE VIEW FROM WESTSIDE LOOKING NORTHEAST

SCALE: N.T.S.

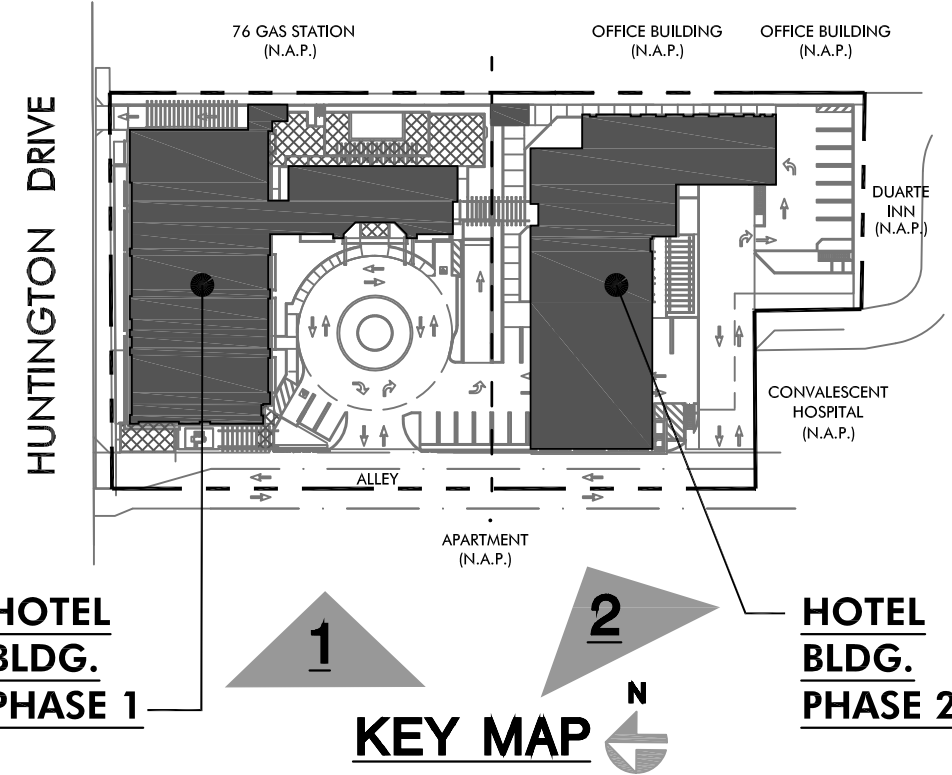
2

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35 Hugus Alley Suite 200
Pasadena California 91103-3648
TEL 626 583 8348 FAX 626 583 8387

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



**HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA**
1230 Huntington Drive
Duarte, California 91010

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DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

**PERSPECTIVE VIEWS
(PHASE 1 & 2)**

SHEET NUMBER:

RE-03



PERSPECTIVE VIEW AERIAL FROM SOUTHWEST LOOKING NORTHEAST

SCALE: N.T.S.

1



PERSPECTIVE VIEW AERIAL FROM NORTHWEST CORNER LOOKING SOUTHEAST

SCALE: N.T.S.

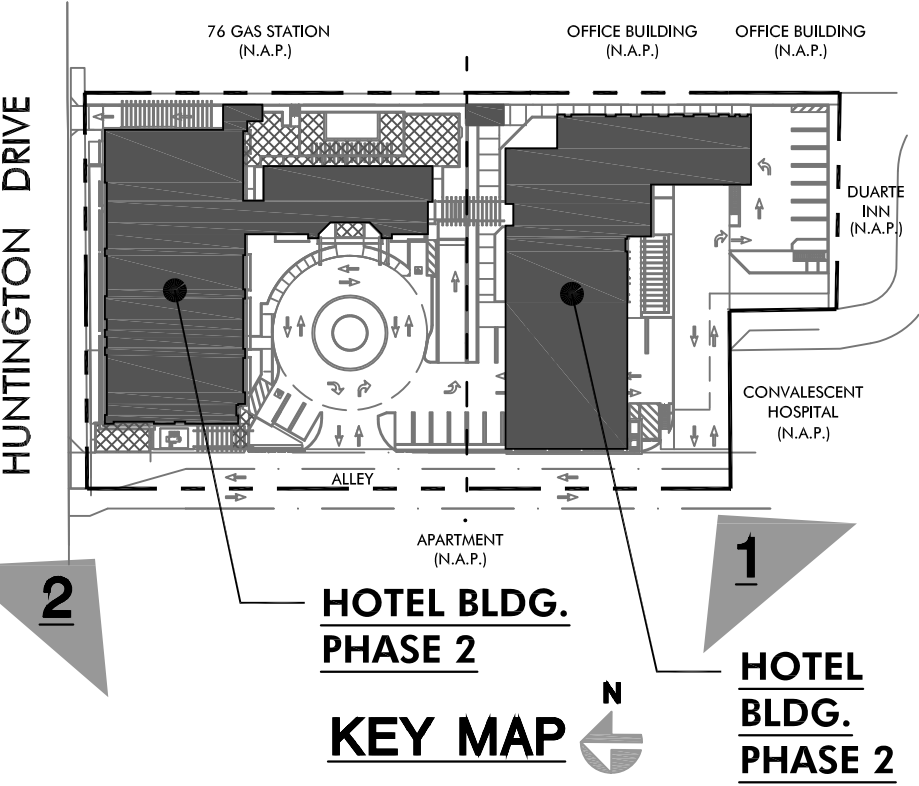
2

**McKently
Malak**
ARCHITECTS

35 Hugus Alley Suite 200
Pasadena California 91103-3648
TEL 626 583 8348 FAX 626 583 8387

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
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DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

**PERSPECTIVE VIEWS
(PHASE 1 & 2)**

SHEET NUMBER:

RE-04



PERSPECTIVE VIEW AERIAL FROM NORTHEAST LOOKING SOUTHWEST

SCALE: N.T.S.

1



PERSPECTIVE VIEW AERIAL FROM SOUTHEAST CORNER LOOKING NORTHWEST

SCALE: N.T.S.

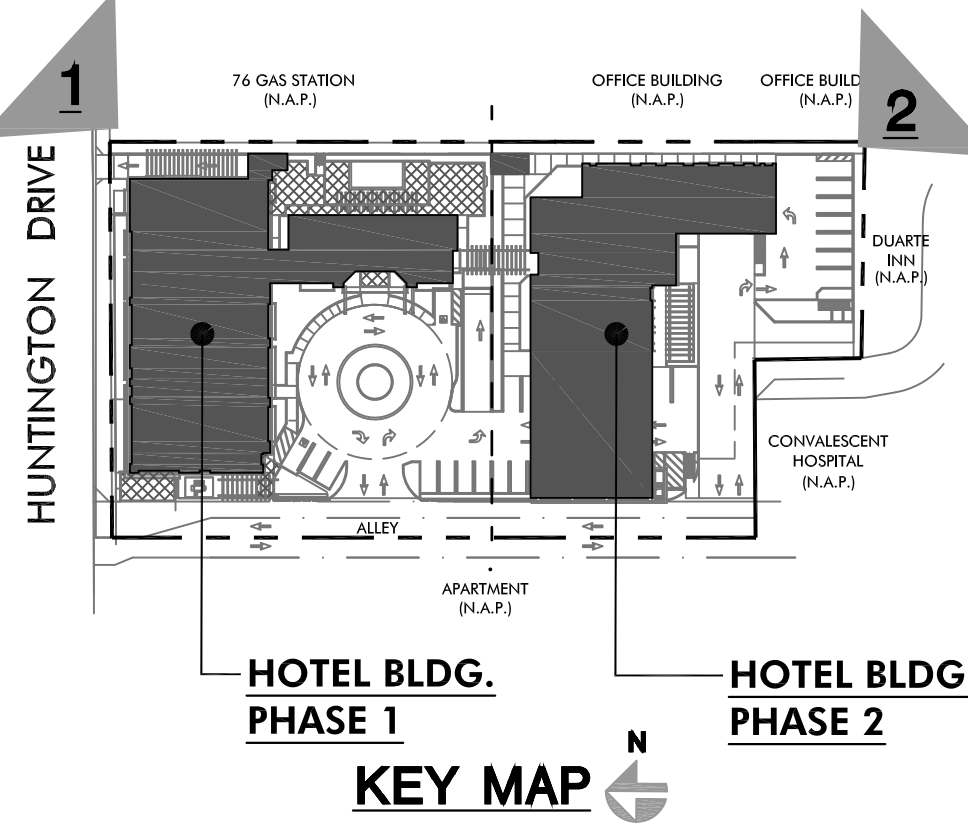
2

**McKently
Malak**
ARCHITECTS

35 Hugus Alley Suite 200
Pasadena California 91103-3648
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A PROJECT FOR:

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1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



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1	09.09.19	SITE PLAN REVIEW SUBMITTAL
2	10.28.19	ARCHITECTURAL REVIEW BOARD SUBMITTAL

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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

**PERSPECTIVE VIEWS
(PHASE 1 & 2)**

SHEET NUMBER:

RE-05



PERSPECTIVE VIEW AERIAL FROM NORTHWEST LOOKING SOUTHWEST

SCALE: N.T.S.

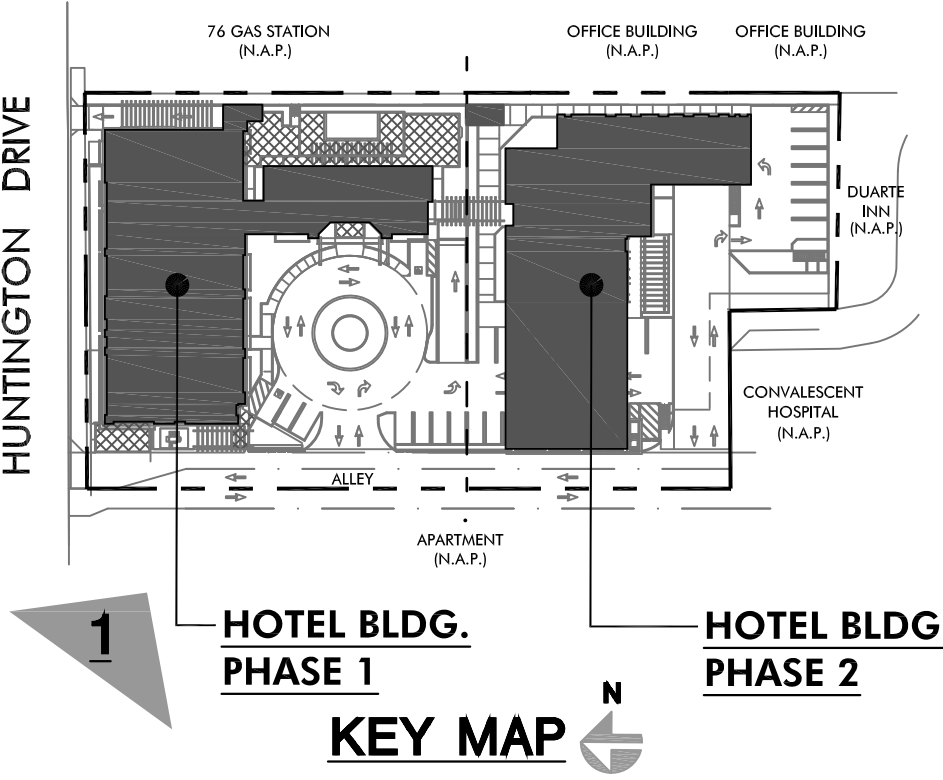
1

**McKently
Malak**
ARCHITECTS

35 Hugus Alley Suite 200
Pasadena California 91103-3648
TEL 626 583 8348 FAX 626 583 8387

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



**HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA**
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS		
No.	DATE	DESCRIPTION
1	09.09.19	SITE PLAN REVIEW SUBMITTAL
2	10.28.19	ARCHITECTURAL REVIEW BOARD SUBMITTAL

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DATE: 10.28.19
SHEET DESCRIPTION:

**PERSPECTIVE VIEWS
(PHASE 1 & 2)**

SHEET NUMBER:

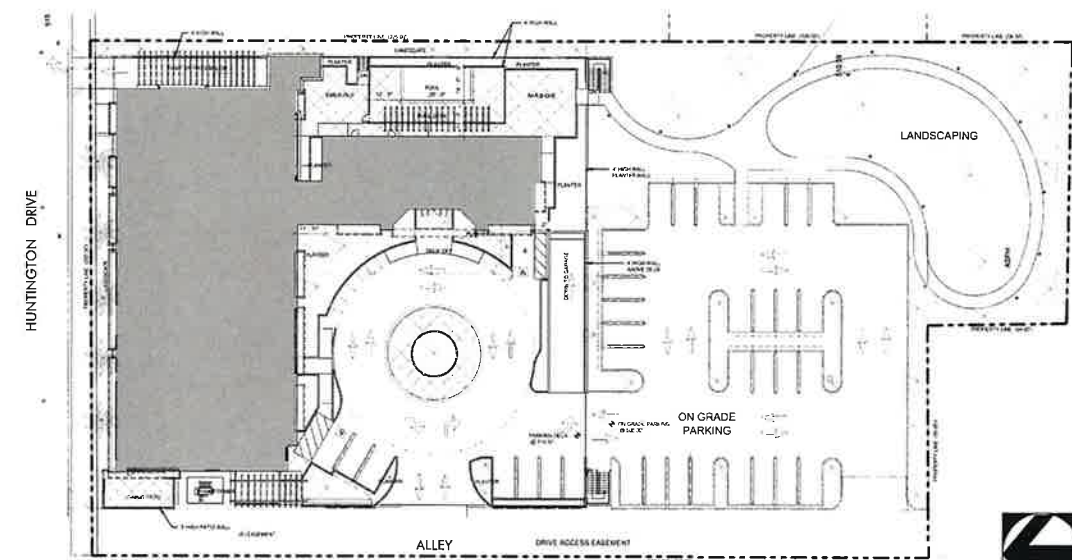
RE-06

SCALE: N.T.S.

2



Phase-1 North Elevation at Huntington Drive



Key Plan



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DUARTE, CALIFORNIA
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010

10.25.2019

18190FMA

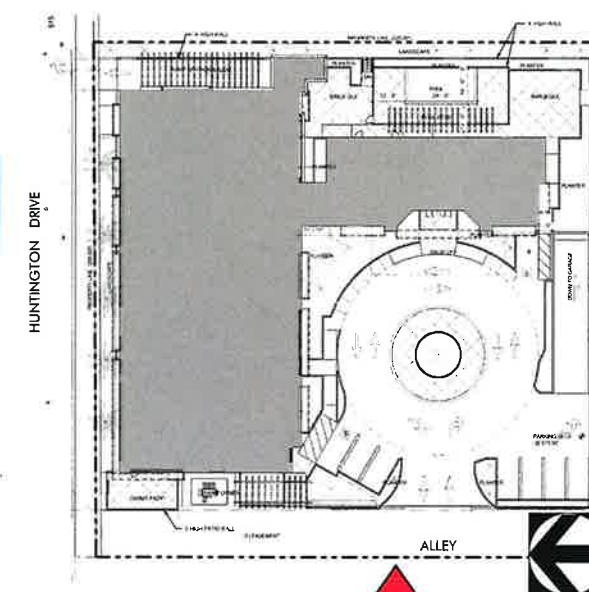
EL-01



Phase-1 West Elevation



Phase-1 Overall West Elevation



Key Plan



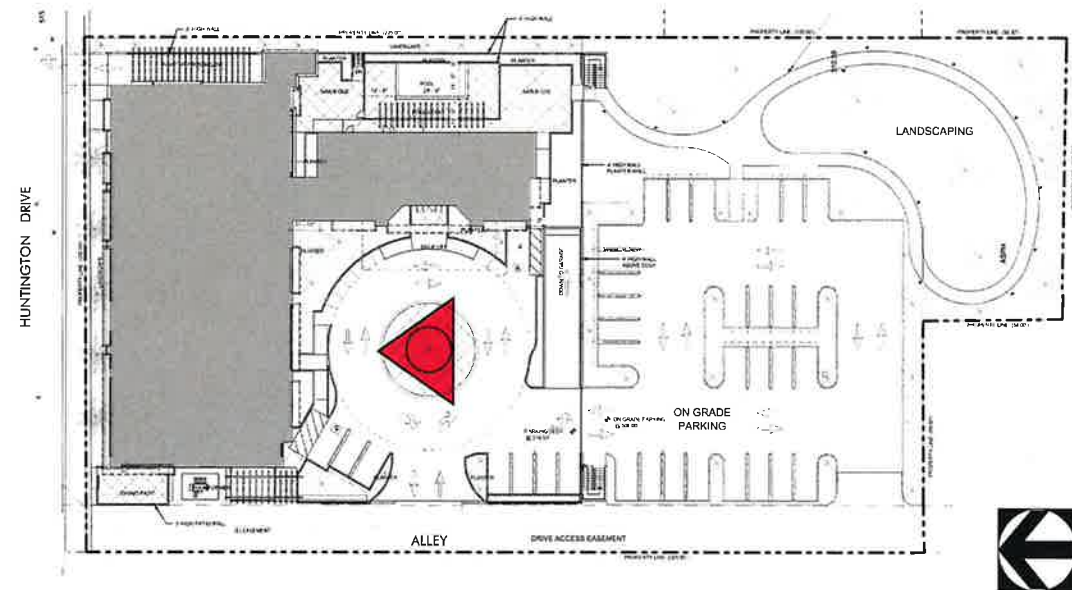
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EL-02



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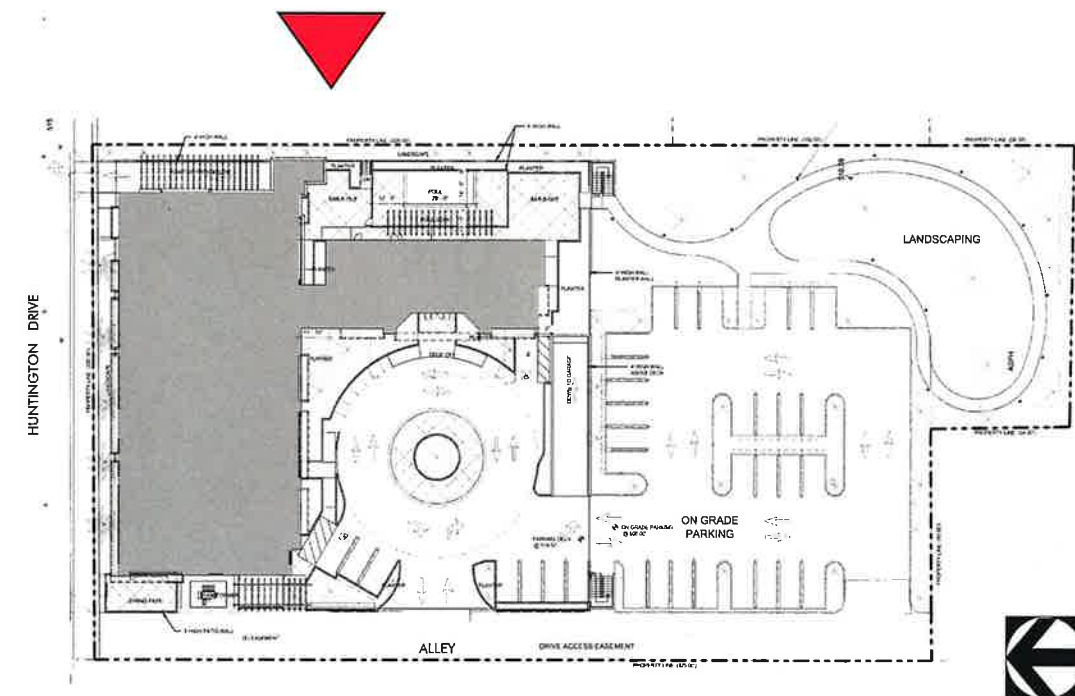
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EL-03



Phase-1 East Elevation



Key Plan



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DUARTE, CALIFORNIA 91010

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1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010

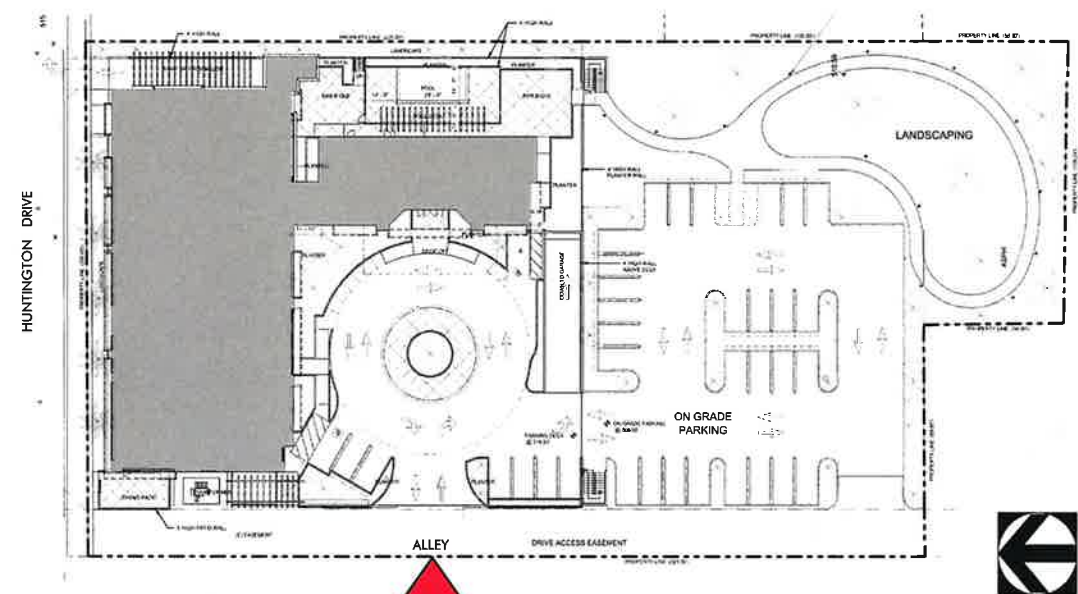
10.25.2019

18190FMA

EL-04



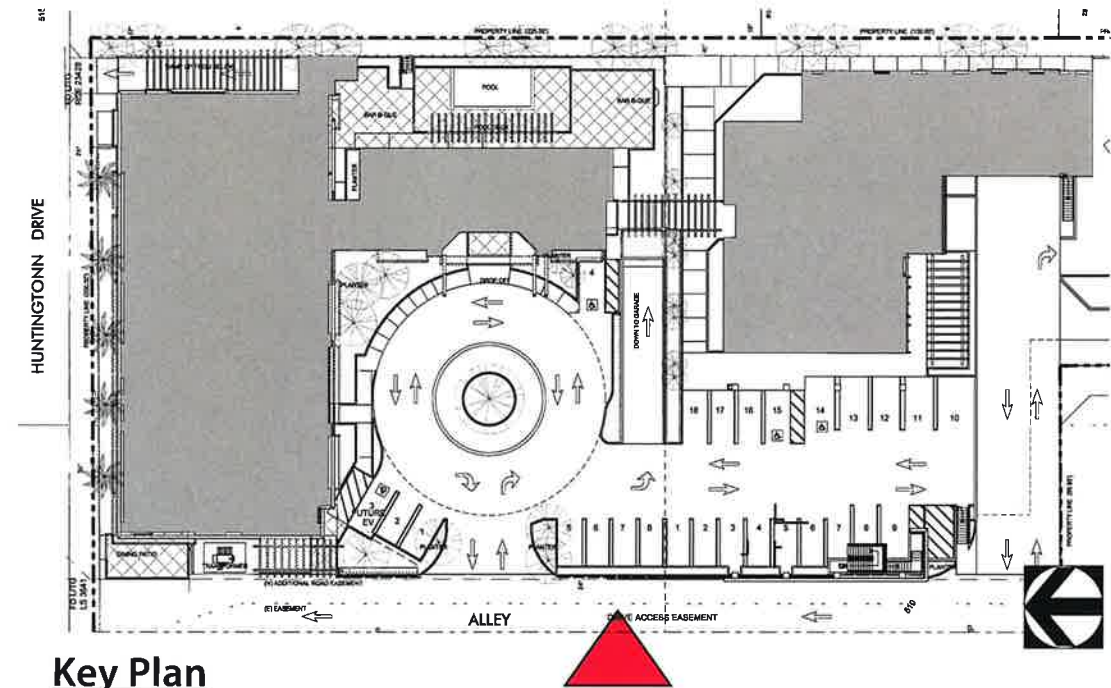
Phase-1 Overall West Elevation



Key Plan



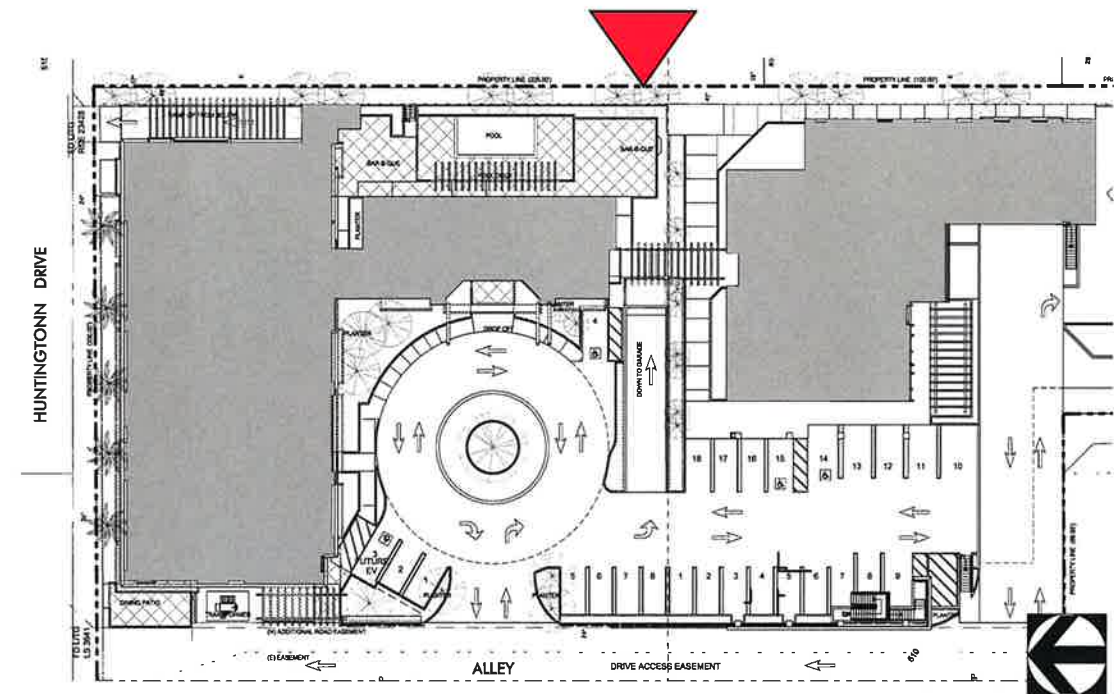
Phase-1&2 Overall West Elevation



Key Plan



Phase-1&2 Overall East Elevation



Key Plan

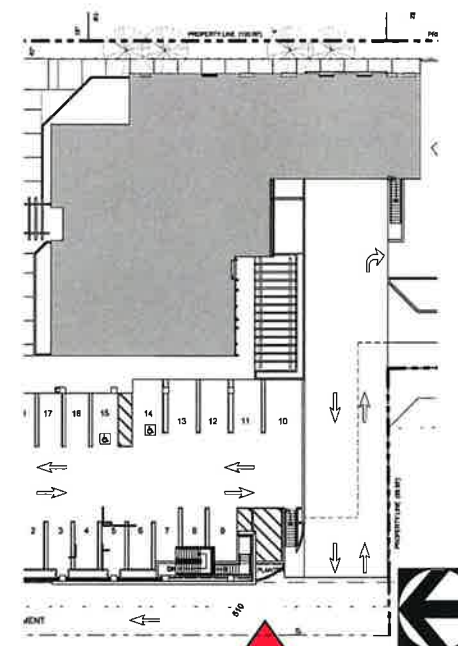
Match Line



Phase-2 West Elevation



Phase-1 & 2 Overall West Elevation



Key Plan



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DUARTE, CALIFORNIA 91010

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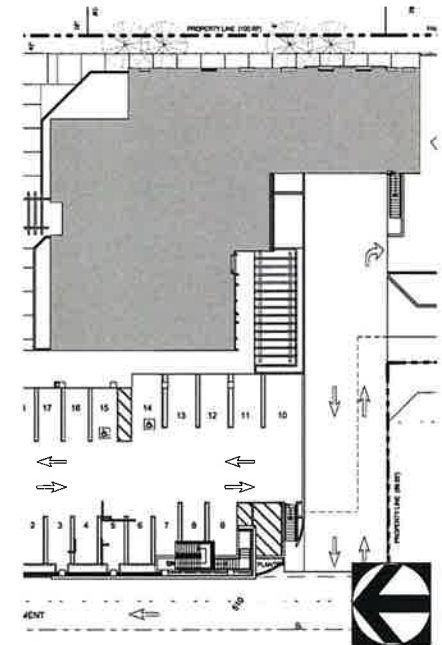
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EL-08



Phase-2 North Elevation



Key Plan



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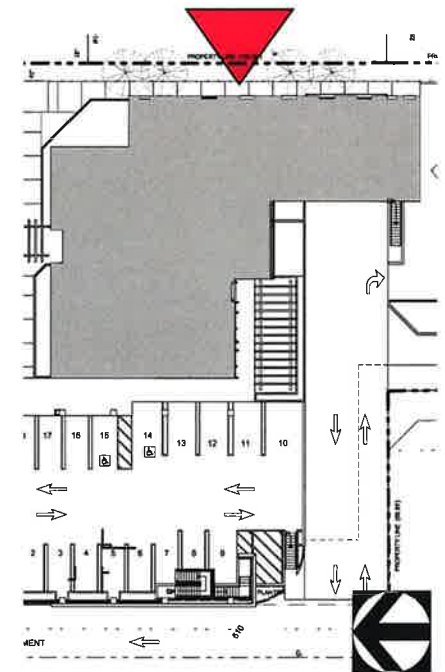
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18190FMA

EL-09



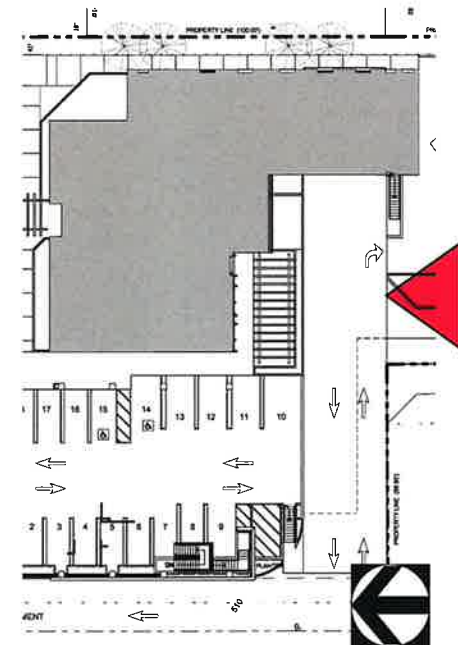
Phase-2 East Elevation



Key Plan



Phase-2 South Elevation



Key Plan



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1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010

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1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010

10.25.2019

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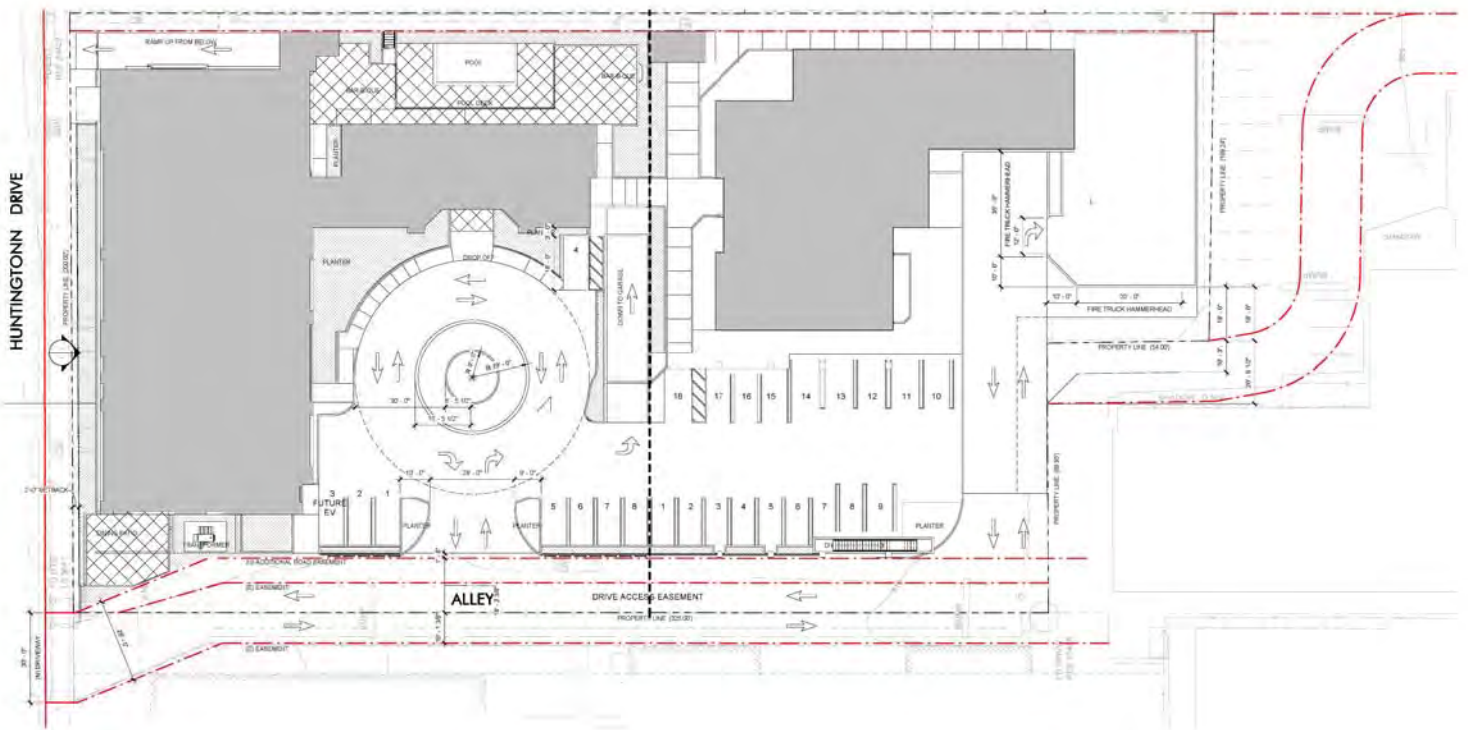
EL-11







City of Duarte, California



October 1, 2019

Mr. Hany Malak
MCKENTLY MALAK ARCHITECTS, INC.
35 Hugus Alley, Suite 200
Pasadena, CA 91103

Subject: Duarte Hotel Circulation & Traffic Assessment, City of Duarte, CA

Dear Mr. Malak:

1.0 Introduction

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this circulation and traffic assessment for the proposed Duarte Hotel (project). The project site is located south of Huntington Drive and west of Buena Vista Street, in the City of Duarte. Exhibit A shows the location map for the project.

The purpose of this circulation and traffic assessment report is to review on-site circulation and traffic operations at the project driveways and adjacent intersections along Huntington Drive to help reduce potential traffic impacts that may occur from the project. The scope of work for this project was reviewed with City of Duarte staff prior to initiating the study.

The project is planned be constructed in two phases and will displace the existing commercial uses on the site. The proposed project site plan is shown on Exhibits B-1 and B-2. The following land uses are proposed for each phase of development:

Project Development Phase 1:

- 72 hotel rooms;
- 1,500 gross square feet of coffee shop without drive through; and
- Three meeting rooms with a total area of 2,592 gross square feet.

Project Development Phase 2:

- 178 hotel rooms total (72 rooms from Phase 1 plus 106 rooms added in Phase 2);
- 1,500 square feet of coffee shop without drive through (from Phase 1); and
- Three meeting rooms with a total area of 2,592 gross square feet (from phase 1).

Between Phase 1 and Phase 2, there will be an in between phase while Phase 2 of the project will be under construction. Construction of Phase 2 is scheduled to last approximately 12 months. For this phase, the parking capacity will be reduced to 62 parking spaces.

Access to the site will be provided via an existing alley that connects from Huntington Drive to Buena Vista Street and a right-out (exit only) driveway onto Huntington Drive.

This analysis is based on the most current version of the site plan available at the time, as prepared by MCKENTLY MALAK ARCHITECTS and received September 3, 2019. Exhibit B shows the project's site plan.

2.0 Existing Conditions

Existing traffic conditions in the vicinity of the project site are reviewed with regards to traffic volume data, level of service operations and queuing. The study area is graphically shown in Exhibit A and consists of the following intersections shown in Table 1.

Table 1
Study Area Intersections

North/South Roadway	East/West Roadway
1. Duarte Center Driveway (NS) at	Huntington Drive (EW)
2. Project Access (Alley) (NS) at	Huntington Drive (EW)
3. Project Access (driveway to be removed/relocated) at	Huntington Drive (EW)
4. Buena Vista Street (NS) at	Huntington Drive (EW)

2.1 Existing Traffic Volumes

Traffic volumes within the study area were counted in August 2019 and represent the existing baseline traffic conditions for the analysis. Peak hour vehicle turning movements counts were collected for three (3) peak time periods:

- AM Peak Hours: 7:00 AM to 9:00 AM
- Mid-Day Peak Hours: 11:00 AM to 1:00 PM
- PM Peak Hours: 5:00 PM to 7:00 PM

24-hour ADT counts were also collected along Huntington Drive and the alley. To minimize the potential of reporting non-typical peak hour conditions, traffic counts are taken during normal weekday conditions and clear weather. No counts are taken on Mondays, Fridays, weekends or holidays. The traffic counts were conducted when local schools were in session in order to capture peak traffic demand. By measuring the peak traffic demand, this analysis is considered a worst case assessment of traffic operations in the study area.

The traffic count worksheets are included in Appendix A.

2.2 Existing Level of Service

Level of service is calculated based upon the Highway Capacity Manual (HCM 6th Edition) methodology. HCM defines level of service based upon vehicle delay and is reported in seconds. Synchro analysis software is used for calculating the HCM level of service. Existing intersection level of service calculations are shown in Table 2 and Appendix B.

Table 2
Intersection Level of Service
Existing Conditions

Intersection	Traffic Control ¹	HCM Delay (seconds) ²			Level of Service ²		
		AM	Mid	PM	AM	Mid	PM
1. Duarte Center Driveway (NS) at: Huntington Drive (EW)	CSS	19.3	24.4	24.1	C	D	C
2. Project Access (Alley) (NS) at: Huntington Drive (EW)	CSS	0.0	0.0	14.0	A	A	B
3. Project Access (Driveway) (NS) at: Huntington Drive (EW)	CSS	12.7	29.0	22.5	B	D	C
4. Buena Vista Street (NS) at: Huntington Drive (EW)	TS	29.8	27.5	35.9	C	C	D

¹ TS = Traffic signal; CSS = Cross-street stop

² For signalized intersections, level of service is reported based on the average vehicle delay for all approach movements at an intersection. For cross-street stop controlled intersections, level of service is reported based on the worst case movement or movements sharing a single lane.

2.3 Observed Left-Turn Queue Survey

Left turn queueing at the existing project access driveway and Duarte Center Driveway has been reviewed. The project proposes to remove the existing driveway (located approximately 20 feet east of the alley) and solely utilize the alley to the west of the site to serve as the primary ingress access from Huntington Drive. To accommodate full access at this location, modifications to the center median along Huntington Drive will be required.

RK has collected left-turn queue data to determine the existing left turn queues at the project driveway and Duarte Center driveway. The information presented in this section is used to help ensure that any modifications to the median do not impact the Duarte Center driveway. Observed queuing data worksheets are provided in Appendix A.

The existing left turn storage length at the Duarte Center Driveway is approximately 90 feet plus a 50 foot transition. Based on the results of the observed queuing survey, the left-turn pocket on Huntington Drive at the *Duarte Center Driveway* currently provides adequate storage space for vehicles to queue without overflowing into the stream of traffic.

The existing left turn storage length at the Project Access Driveway is approximately 30 feet plus a 50 foot transition. Based on the results of the observed queuing survey, the left-turn pocket on Huntington Drive at the Project Access Driveway currently experiences left-turn volume which can exceed the capacity of the turn pocket.

The results of the observed queuing survey are summarized in Table 3.

Table 3
Observed Left-Turn Queuing Results
Existing Conditions

Intersection	Huntington Drive: Westbound Left-Turn Queue ¹		
	AM	Mid	PM
1. Duarte Center Driveway (NS) at: Huntington Drive (EW)	1	1	2
2. Project Access (Alley) (NS) at: Huntington Drive (EW)	1	3	2

¹ Maximum observed left turn queue, reported in number of vehicles, during the studied peak time periods.

2.4 Existing Right Turn Queues – Buena Vista Street at Huntington Drive

Per the request of City of Duarte staff, right turn queuing at the intersection of Buena Vista Street and Huntington Drive has been reviewed for the eastbound approach. Table 4 shows the existing eastbound right turn queues calculated based on the HCM methodology and reported as the 95th percentile queue.

Table 4
Buena Vista / Huntington Drive EB Right Turn Queue
Existing Conditions

Intersection	Movement	95 th Percentile Queue ¹		
		AM	Mid	PM
Buena Vista Street (NS) at: 4. Huntington Drive (EW)	EB Right Turn	33 ft.	46 ft.	66 ft.

¹ Queue reported in feet.

² Approximately 120 foot right turn deceleration/storage lane.

The intersection of Buena Vista Street and Huntington Drive currently has an existing right-turn deceleration lane which provides approximately 120 feet of storage. Based on the results of the existing conditions HCM analysis, adequate storage is provided to accommodate right turn traffic

3.0 Project Trip Generation

Trip generation represents the amount of trips that are produced and attracted by a land use. The Los Angeles County Public Works Department Traffic Impact Analysis Report Draft Guidelines recommend the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017) be used to estimate trip generation for development projects.

It should be noted that no trip reduction credits have been taken for internal capture or pass-by trips for the coffee shop use. Coffee shops tend to experience a high amount of pass-by trips, and given the nature of the use as being ancillary to the hotel, it would also likely experience a high amount of internal capture. However, to be conservative and analyze the worst-case impacts at project driveways (where pass-by does not typically apply), no trip credits have been taken in this analysis.

Table 5 shows the project's Phase 1 proposed land uses and trip generation. The project is estimated to generate a total of 1,121 daily trips, with 185 trips during the AM peak hour and 97 trips during the PM peak hour for Phase 1.

Table 5
Project Trip Generation – Phase 1

Land Use	ITE Code	Quantity	Units ¹	Rate / Trips	Peak Hour						Daily
					AM			PM			
					In	Out	Total	In	Out	Total	
Hotel ²	310	72	RM	Rate	0.28	0.19	0.47	0.31	0.29	0.60	8.36
				Trips	20	14	34	22	21	43	602
Coffee Shop Without Drive-Thru ³	933	1.500	TSF	Rate	51.58	49.56	101.14	18.16	18.16	36.31	346.23
				Trips	77	74	151	27	27	54	519
Total Project Trip Generation – Phase 1					97	88	185	49	48	97	1,121

¹ RM= Rooms; TSF = Thousand Square Feet

² Hotel Land Use (ITE 310) includes ancillary trip generation from meeting room/banquet space.

³ ITE does not provide a daily trip rate for a Coffee Shop without Drive-Thru land use. Daily trip rate based on ITE Code 933: Fast-Food Without Drive-Thru.

Table 6 shows the project's Phase 2 proposed land uses and trip generation. The project is estimated to generate a total of 2,007 daily trips with 234 trips during the AM peak hour and 160 trips during the PM peak hour during Phase 2.

Table 6
Project Trip Generation – Phase 2

Land Use	ITE Code	Quantity	Units ¹	Rate / Trips	Peak Hour						Daily
					AM			PM			
					In	Out	Total	In	Out	Total	
Hotel ²	310	178	RM	Rate	0.28	0.19	0.47	0.31	0.29	0.60	8.36
				Trips	49	34	83	54	52	106	1,488
Coffee Shop Without Drive-Thru ³	936	1.500	TSF	Rate	51.58	49.56	101.14	18.16	18.16	36.31	346.23
				Trips	77	74	151	27	27	54	519
Total Project Trip Generation – Phase 2					126	108	234	81	79	160	2,007

¹ RM= Rooms; TSF = Thousand Square Feet

² Hotel Land Use (ITE 310) includes ancillary trip generation from meeting room/banquet space.

³ Daily trip rate based on ITE Code 933: Fast-Food Without Drive-Thru.

4.0 Project Trip Distribution and Traffic Assignment

Trip distribution represents the directional orientation of traffic to and from the project site. Trip distribution is heavily influenced by the geographical location of the site, the specific access points that will serve the site, and the proximity to the local and regional circulation system. The directional orientation of traffic was determined by evaluating the types of trips generated by the proposed land use and the probable routes that customers and employees will use to get to and from the site.

The project trip distribution pattern is shown in Exhibits C-1 and C-2.

The assignment of traffic from the project site to the adjoining roadway system at each project driveway has been based upon the project's trip generation, trip distribution, and the proposed local street improvements that this traffic study assumes would be in place by the time of occupancy of the site.

In order to calculate the worst case traffic scenario, the full project trip generation has been evaluated at all project driveways and adjacent intersections. No pass-by credits were applied to the operational analysis in this study.

5.0 Existing Plus Project Conditions

Existing Plus Project traffic conditions are analyzed with regards to level of service operations and queuing. In order to calculate the worst case traffic scenario, the buildout condition of the project (phase 2) is analyzed.

5.1 Existing Plus Project Level of Service

Level of service is calculated based upon the Highway Capacity Manual (HCM 6th Edition) methodology. HCM defines level of service based upon vehicle delay, reported in seconds. Synchro analysis software is used for calculating the HCM level of service.

Existing Plus Project intersection level of service calculations are shown in Table 7. Appendix C shows the HCM calculation worksheets.

Table 7
Intersection Level of Service
Existing Plus Project Conditions

Intersection	Traffic Control ¹	HCM Delay (seconds) ²			Level of Service ²		
		AM	Mid	PM	AM	Mid	PM
1. Duarte Center Driveway (NS) at: Huntington Drive (EW)	CSS	19.6	25.3	24.7	C	D	C
2. Project Access (Alley) (NS) at: Huntington Drive (EW)	CSS	31.6	40.3	62.6	D	E	F
3. Project Access (Garage Ramp) (NS) at: Huntington Drive (EW) ³	CSS	10.3	12.7	16.2	B	B	C
4. Buena Vista Street (NS) at: Huntington Drive (EW)	TS	35.3	30.2	39.0	D	C	D

¹ TS = Traffic signal; CSS = Cross-street stop

² For signalized intersections, level of service is reported based on the average vehicle delay for all approach movements at an intersection. For cross-street stop controlled intersections, level of service is reported based on the worst case movement or movements sharing a single lane.

³ Driveway to be removed.

5.2 Existing Plus Project Traffic Operations – Alley at Huntington Drive

As shown in Table 7 above, Intersection #2, Project Access (Alley) at Huntington Drive, would experience high amounts of delay for vehicles making a northbound left turn from the alley onto Huntington Drive. The approach delay the northbound left turn movement is 62.6 seconds - LOS F.

However, as shown in Appendix C, the HCM 95th percentile queue for this movement is only 1.4 vehicles (roundup to 2 vehicles). This means that 95 percent of the time there will be 2 vehicles or less queued waiting to make a northbound left turn. Thus, the HCM analysis indicates that left turn demand is not very high.

The alley throat (distance from Huntington Drive to first intersecting drive aisle or parking stall) is approximately 120 feet; providing storage space for approximately 5-6 vehicles is provided in the alley before vehicle queues would impede internal circulation. Therefore, although the minor cross-street stop movement is failing, the delay incurred is outside of the public right of way and the resultant queue is not expected to impede the internal circulation of the site.

Traffic operations at the intersection of Huntington Drive and the Alley at the project site should be reviewed and monitored once the project is operational. Should left turn movements from the alley become an issue, the project should perform a follow-up analysis to address any problems and potentially restrict left-turn movement onto Huntington Drive.

5.3 Existing Plus Project Left-Turn Queue Analysis

Left turn queueing at the future proposed re-alignment of the Project Access Driveway/Alley and Duarte Center Driveway has been reviewed for Existing Plus Project conditions.

The project proposes to remove the existing driveway (located approximately 20 feet east of the alley) and solely utilize the alley to the west of the site to serve as the primary ingress access from Huntington Drive. To accommodate full access at this location, modifications to the center median along Huntington Drive will be required.

As shown in Appendix C, the westbound left turn movement from Huntington Drive into the alley is projected to operate at an acceptable level of service (LOS B, 13.4 second delay during worst peak PM period). The HCM 95th percentile queue for vehicles waiting to make a left turn into the alley is 0.5 vehicles (round up to 1). This means, 95 percent of the time 1 vehicle or less would be queued waiting to make a left turn.

Table 8 shows the recommended left-turn pocket storage lengths.

Table 8
Recommended Left-Turn Pocket Length

Intersection	Huntington Drive: Westbound Left-Turn Pocket Length ¹
1. Duarte Center Driveway (NS) at: Huntington Drive (EW)	90 feet ¹
2. Project Access (Alley) (NS) at: Huntington Drive (EW)	90 feet

¹ No changes to existing left turn pocket are proposed.

Therefore, based on the HCM analysis and observed queueing survey, adequate left turn storage can be provided for access into the Duarte Center driveway and future proposed re-alignment of the project access driveway/alley.

5.4 Existing Plus Project Right Turn Queues – Buena Vista Street at Huntington Drive

Table 9 shows the Existing Plus Project eastbound right turn queues calculated based on the HCM methodology and reported as the 95th percentile queue.

Table 9
Buena Vista / Huntington Drive EB Right Turn Queue
Existing Plus Conditions

Intersection	Movement	95 th Percentile Queue ¹		
		AM	Mid	PM
Buena Vista Street (NS) at: 4. Huntington Drive (EW)	EB Right Turn ²	44 ft.	51 ft.	92 ft.

¹ Queue reported in feet.

² Approximately 120 foot right turn deceleration/storage lane.

The intersection of Buena Vista Street and Huntington Drive currently has an existing right-turn deceleration lane which provides approximately 120 feet of storage. Based on the results of the Existing Plus Project conditions HCM analysis, adequate storage will continue to be provided at this intersection to accommodate right turn traffic with the proposed project.

6.0 Project Access/Alley at Huntington Drive – Conceptual Design

The project proposes to remove the existing driveway (located approximately 20 feet east of the alley) and solely utilize the alley to the west of the site to serve as the primary ingress access from Huntington Drive. To accommodate full access at this location, modifications to the center median along Huntington Drive will be required.

Exhibit D provides a conceptual layout of the proposed driveway configuration and median re-alignment.

In order to accommodate larger automobiles, emergency vehicles and trash/delivery trucks, RK recommends the driveway alignment be redesigned to intersect Huntington Drive at a more direct approach and right angle. This will allow vehicles to exit the site without having to swing into oncoming traffic to complete a right turn. A 90 degree intersection also improves corner sight distance.

With the recommended alley driveway realignment, additional driveway width can be provided, beyond the 28 feet proposed by the project. The driveway can be flared to the west, utilizing the existing curb cuts, and allowing a wider entry/exit throat. RK has proposed a 32' flared driveway, as shown in Exhibit D.

6.1 Bulb-Out – Conceptual Design

The City of Duarte has requested the project install a bulb out (or curb extension) adjacent to the site access driveway on Huntington Drive. Curb extensions decrease the overall width of the roadway and can serve as a visual cue to drivers to slow down as they enter a special district (such as downtown or neighborhood) and where on-street parking is permitted. Curb extensions tighten intersection curb radii and encourage slower turning speeds. They may also be designed as edge islands with a 1–2-foot gap from the curb to allow for drainage.

RK has laid out a conceptual design of bulb outs along Huntington Drive, as shown in Exhibit D.

The proposed bulb out design allows for 5 parallel parking spaces to be striped along Huntington Drive. A painted transition is recommended to be installed to the west of the driveway to alert drivers of the obstruction.

The final bulb out design and location shall be determined by the City Engineer.

7.0 On-Site Circulation

On-site circulation has been reviewed to ensure the project provides adequate vehicular access and circulation to the internal drive aisles, drop-off/roundabout area and parking garage.

Exhibit E shows several turning templates for a 32-foot truck traversing through the site; similar to that of a trash truck, fire truck or delivery truck. As shown in Exhibit E, some movements may not be feasible for large trucks. In particular, access to the subterranean parking garage.

Also, the front drop-off roundabout radius would be tight for large trucks to navigate. Larger vehicles may need to make multi-point turns to drive through the roundabout. The turnaround design provides a curb radius of approximately 41 feet.

The County of Los Angeles Fire Department has provided the Fire Apparatus Turnaround Standard Pumper, which shows the minimum private street cul-de-sac radius to be 32 feet.

The National Cooperative Highway Research Program (NCHRP) Report 672, Roundabouts, An Informational Guide, recommends typical single lane roundabout should have an inscribed circle radius of 45 feet. In this case, a 45 foot radius should accommodate most trucks up to approximately 32 feet.

To help accommodate emergency vehicle circulation, RK recommends that rolled curbs be installed along the outside edge of the turnaround/roundabout to accommodate any over-swing incurred by large emergency vehicles.

The project's architect, MCKENTLY MALAK ARCHITECTS, INC., has provided truck turning templates for on-site fire truck maneuvers. Based on the information provided to RK from the project team, Exhibits F-1 and F-2 show the preferred fire truck access to the site.

RK recommends that the final site plan be reviewed by the Los Angeles County Fire Authority, the local waste management provider and City staff to ensure the site meets all applicable standards and requirements.

8.0 Recommendations

The following recommendations are provided for the Duarte Hotel project. Recommendations are provided to help improve vehicular and pedestrian access to and from the site, improve on-site circulation, reduce potential vehicular conflicts, and help maintain acceptable traffic operations along public roadways adjacent to the site.

1. Modify existing center median on Huntington Drive to accommodate the re-alignment of the project access/alley driveway, per the conceptual recommendations shown in Exhibit D.
2. Provide a minimum 90 foot westbound left turn storage pocket with 50 feet of transition on Huntington Drive at the project access driveway/alley.

3. In order to accommodate larger trucks, emergency vehicles and trash/delivery trucks, RK recommends the driveway alignment be redesigned to intersect Huntington Drive at a more direct approach and right angle. This will allow vehicles to exit the site without having to swing into oncoming traffic to complete a right turn. A 90 degree intersection also improves corner sight distance.
4. Install stop sign, stop bar and stop legend on the project access driveway/alley at the intersection of Huntington Drive.
5. Sight distance at all project access points shall be established and maintained per City of Duarte design standards.
6. Traffic operations at the project site should be reviewed and monitored once the project is operational, and in particular at the intersection of Huntington Drive and the Alley. Should left turn movements from the alley become an issue, the project should perform a follow-up analysis to address any problems and potentially restrict left-turn movement onto Huntington Drive.
7. Should the City request bulb-outs to be installed on Huntington Drive, RK recommends a painted transition be installed to the west of the project driveway, as shown in Exhibit E.
8. Install a rolled curb along the outside edge of the drop-off/roundabout to accommodate any over-swing incurred by large emergency vehicles.
9. The final site plan should be reviewed by the Los Angeles County Fire Authority, the local waste management provider and City staff to ensure the site meets all applicable standards and requirements.
10. Provide pedestrian access points and sidewalks from the site to Huntington Drive.

9.0 Conclusions

RK has completed this circulation and traffic assessment for the Duarte Hotel project. Based upon this review, the project can be accommodated within the City of Duarte with the recommendations described in this report.

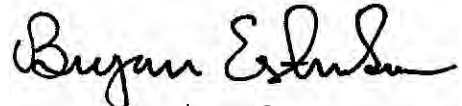
MCKENTLY MALAK ARCHITECTS, INC.
RK 15530

RK Engineering Group, Inc. appreciates this opportunity to work with the CITY OF DUARTE and MCKENTLY MALAK ARCHITECTS, INC. on this project. If you have any questions regarding this study, please do not hesitate to contact us at (949) 474-0809.

Sincerely,
RK ENGINEERING GROUP, INC.



Alex Tabrizi, P.E.
Associate Principal



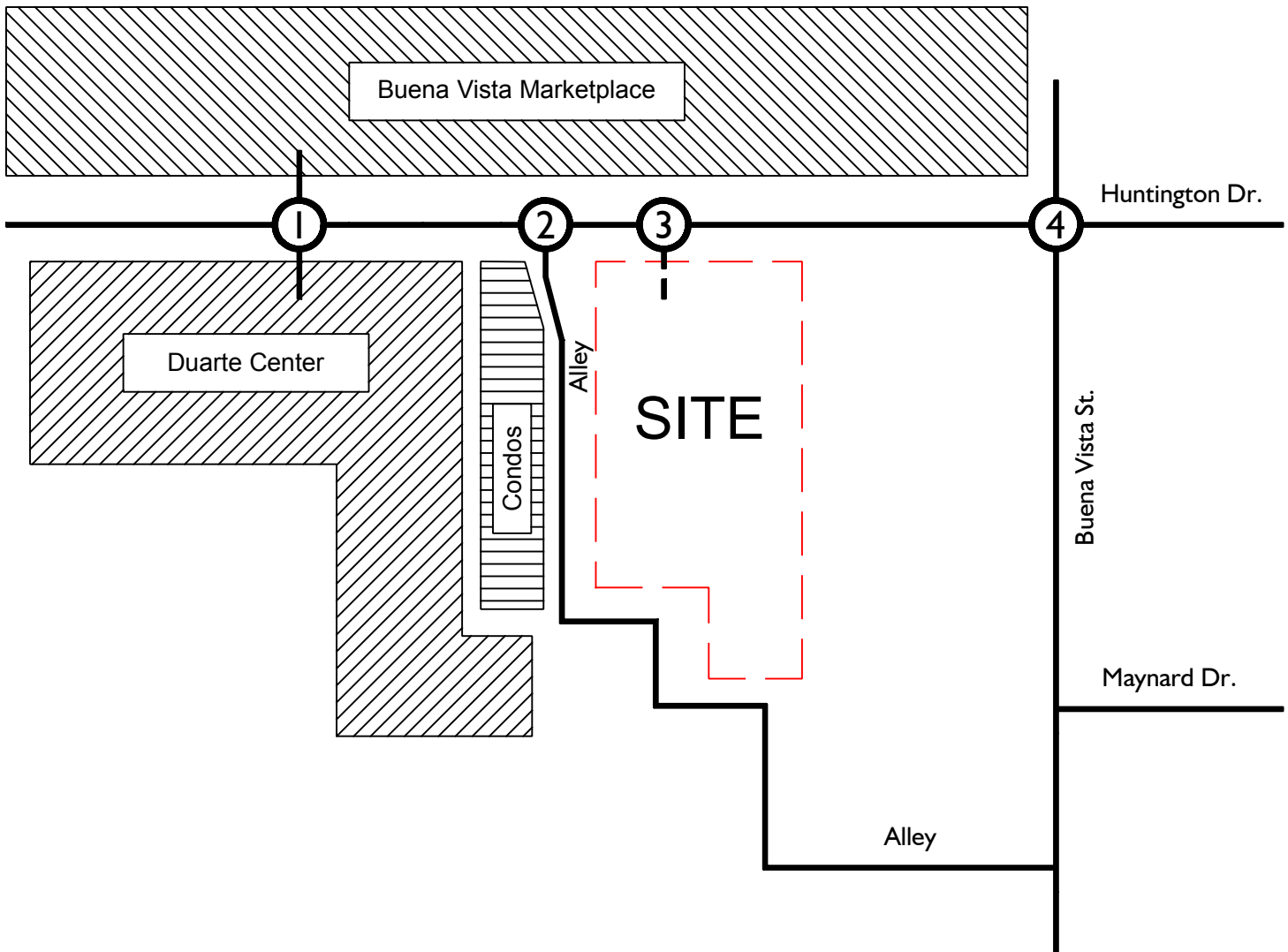
Bryan Estrada, AICP, PTP
Senior Associate

Attachments

RK:sl/rk15530.doc

JN:2842-2019-01

Exhibits

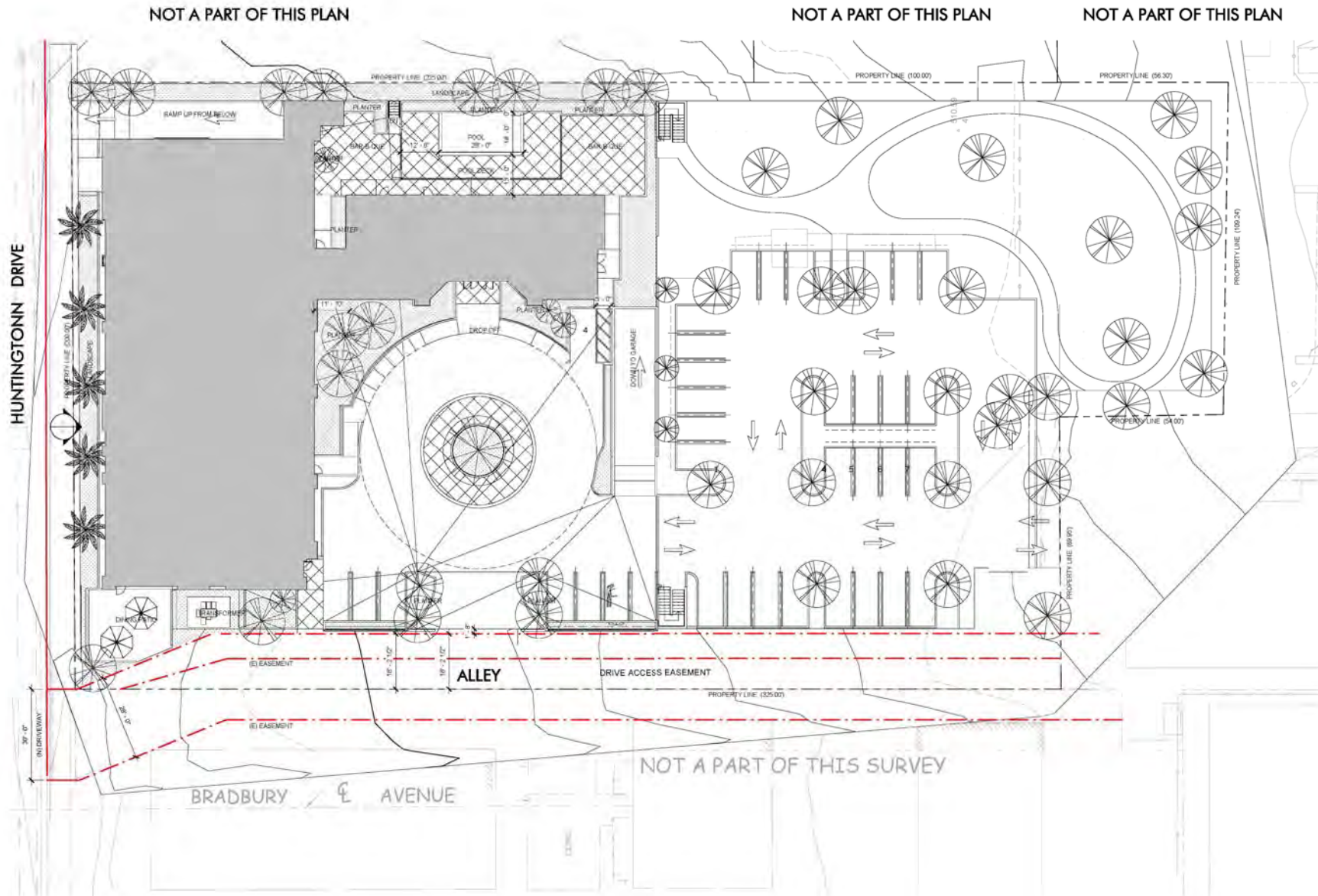


Legend:

- ① = Study Area Intersection
- - = Existing Driveway to be Removed/Relocated



Exhibit B-I Phase I Site Plan



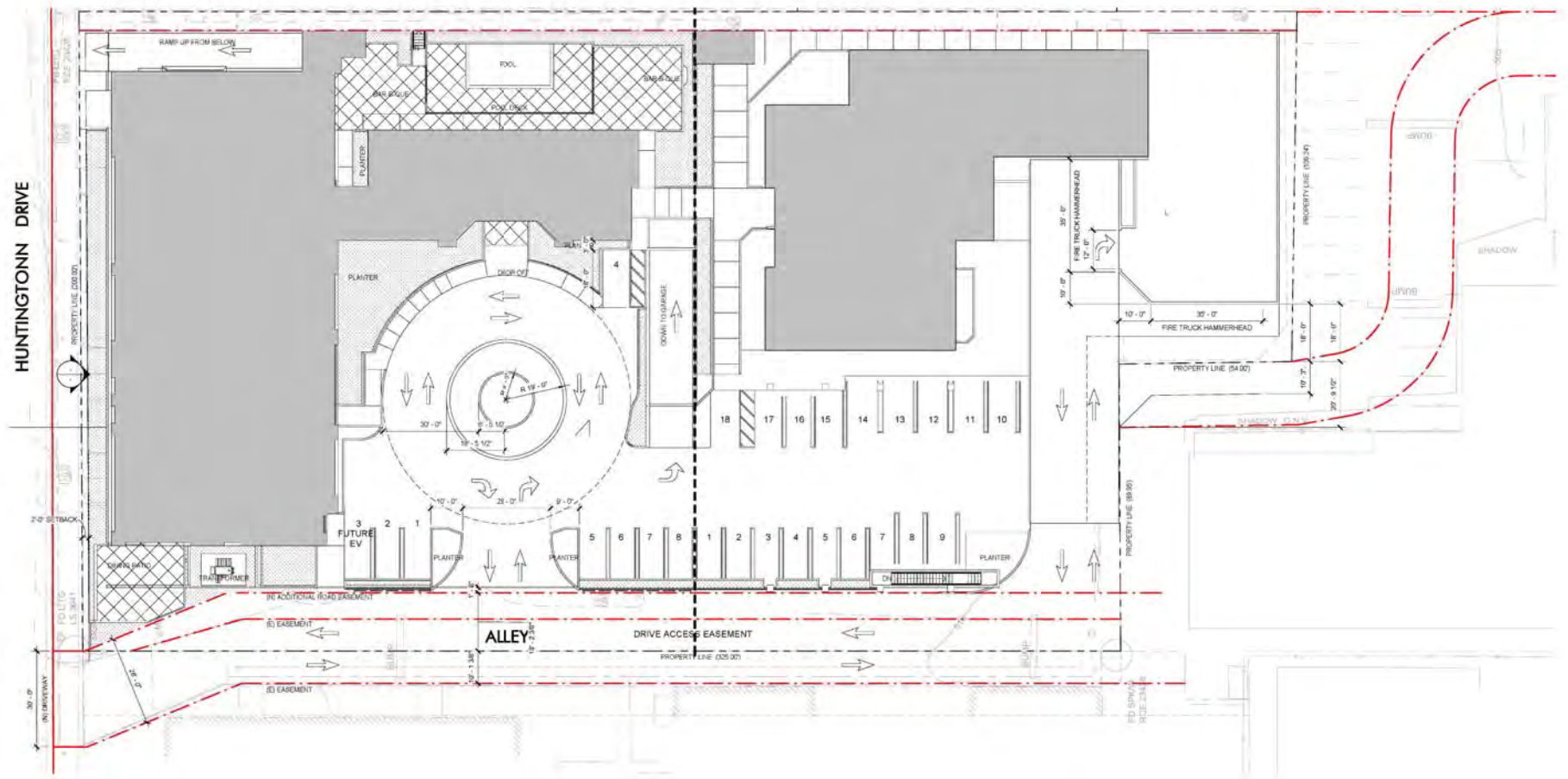
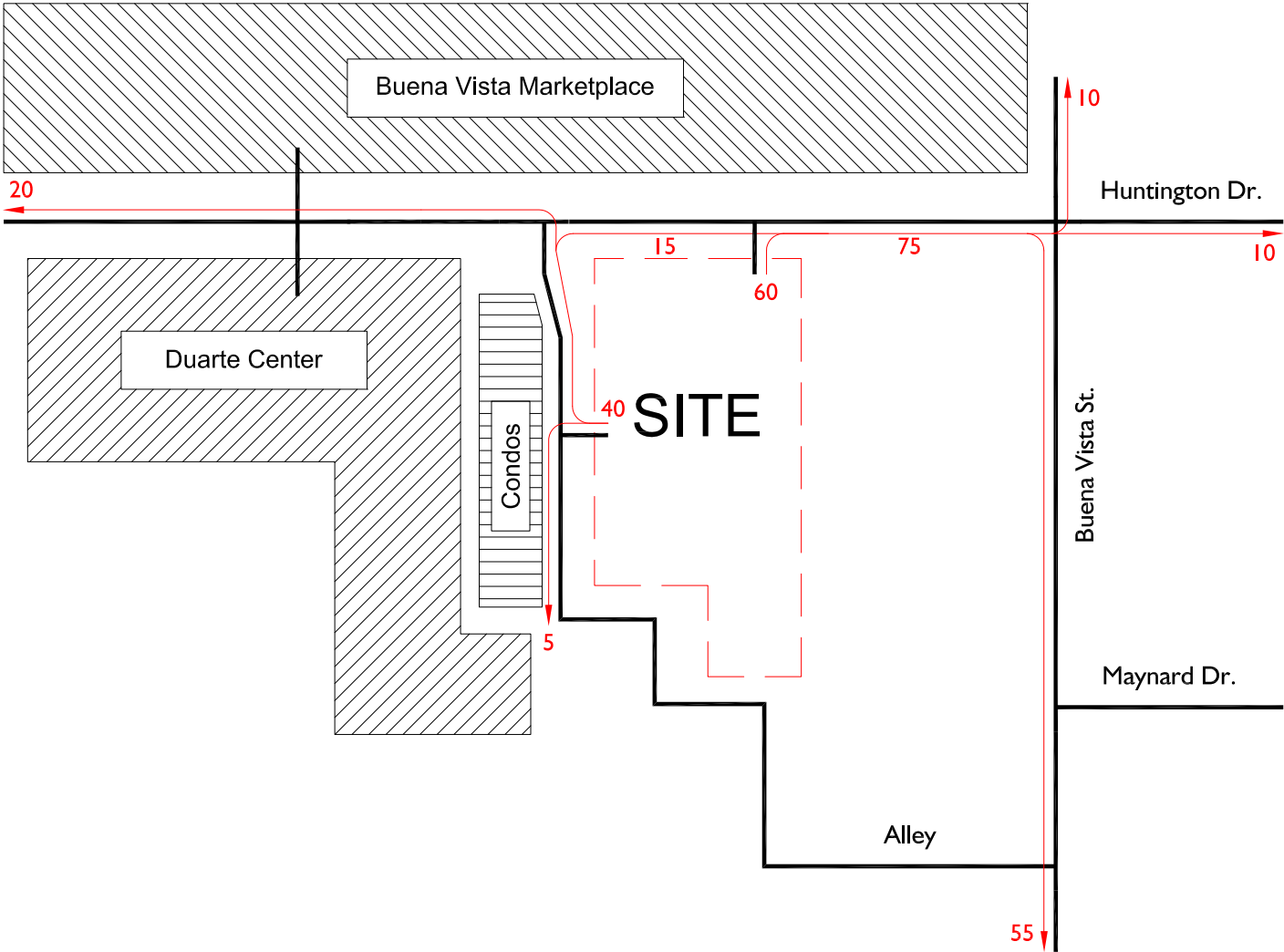


Exhibit C-I

Project Outbound Trip Distribution



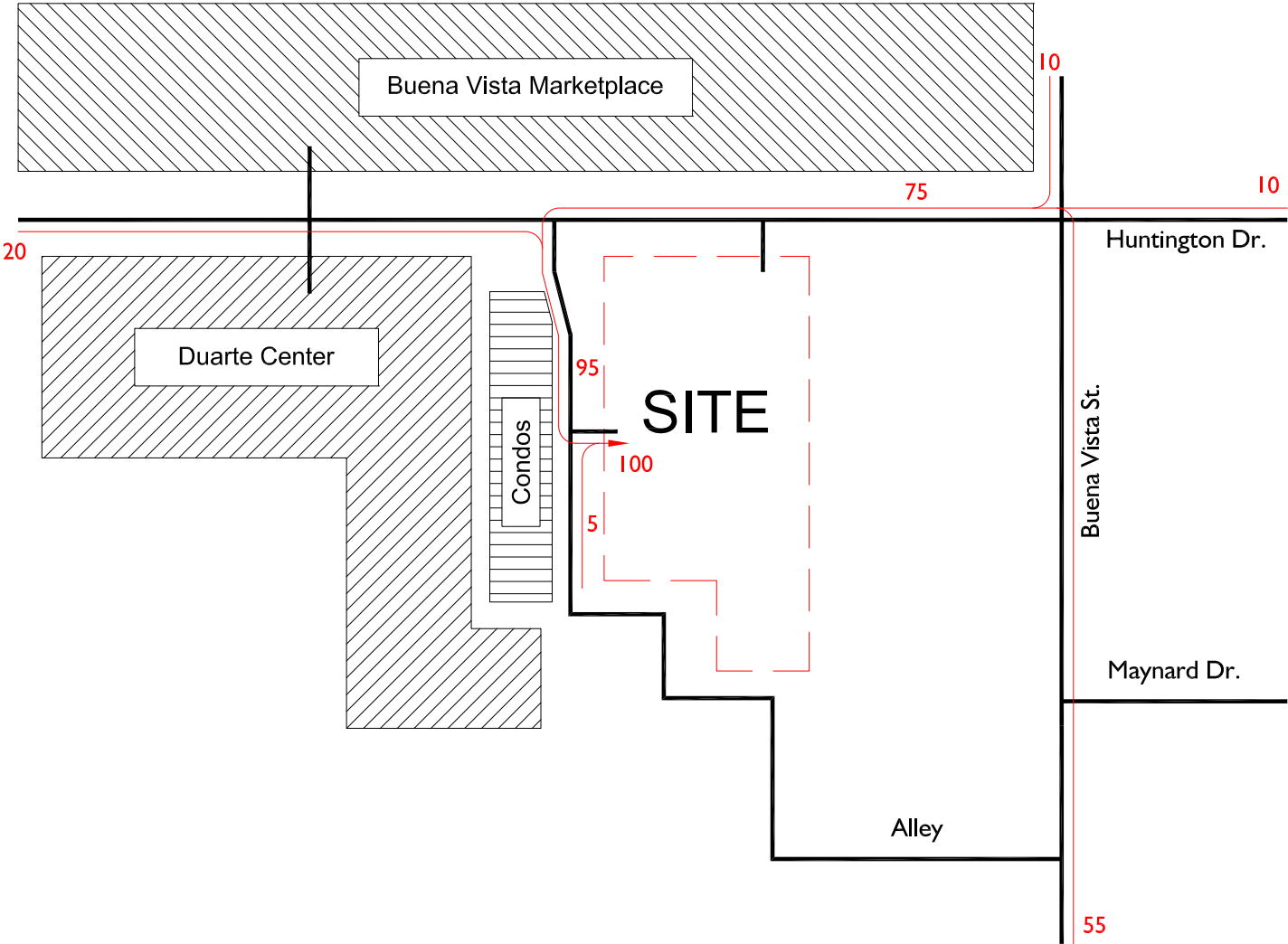
Legend:

- 10 = Percent from Project
- = Site Boundary



Exhibit C-2

Project Inbound Trip Distribution

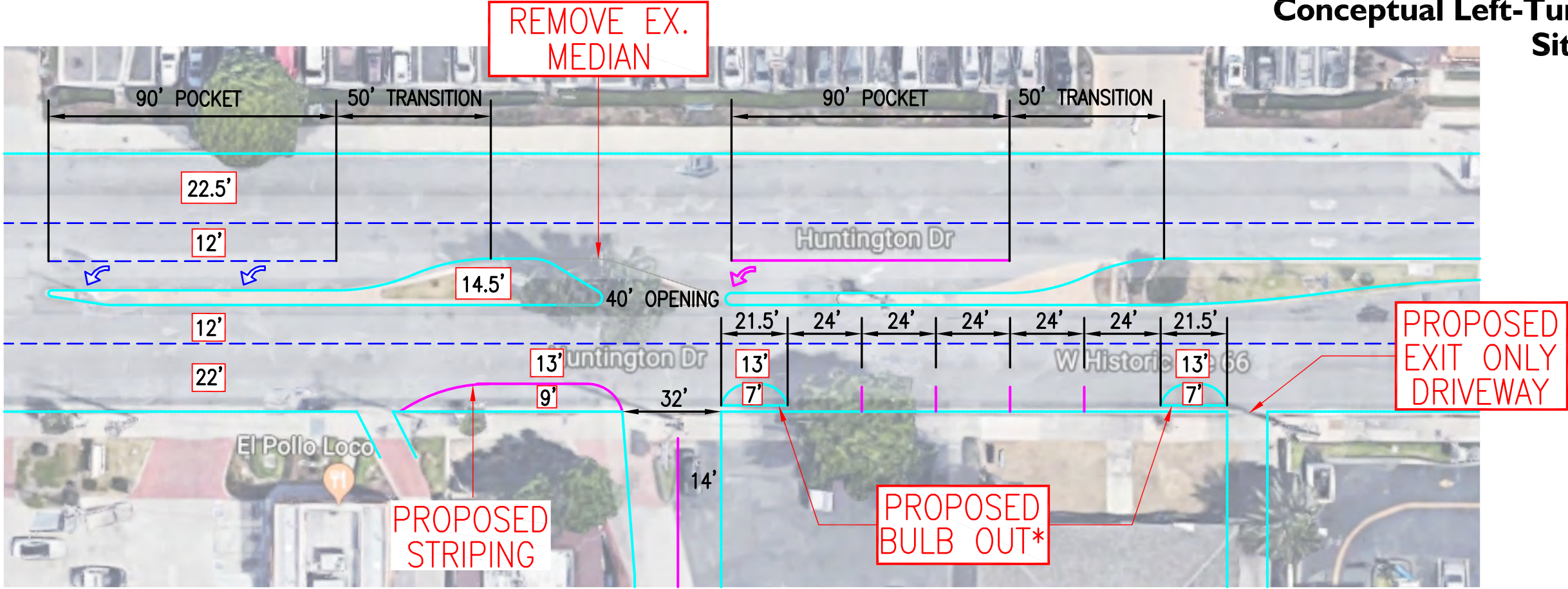


Legend:

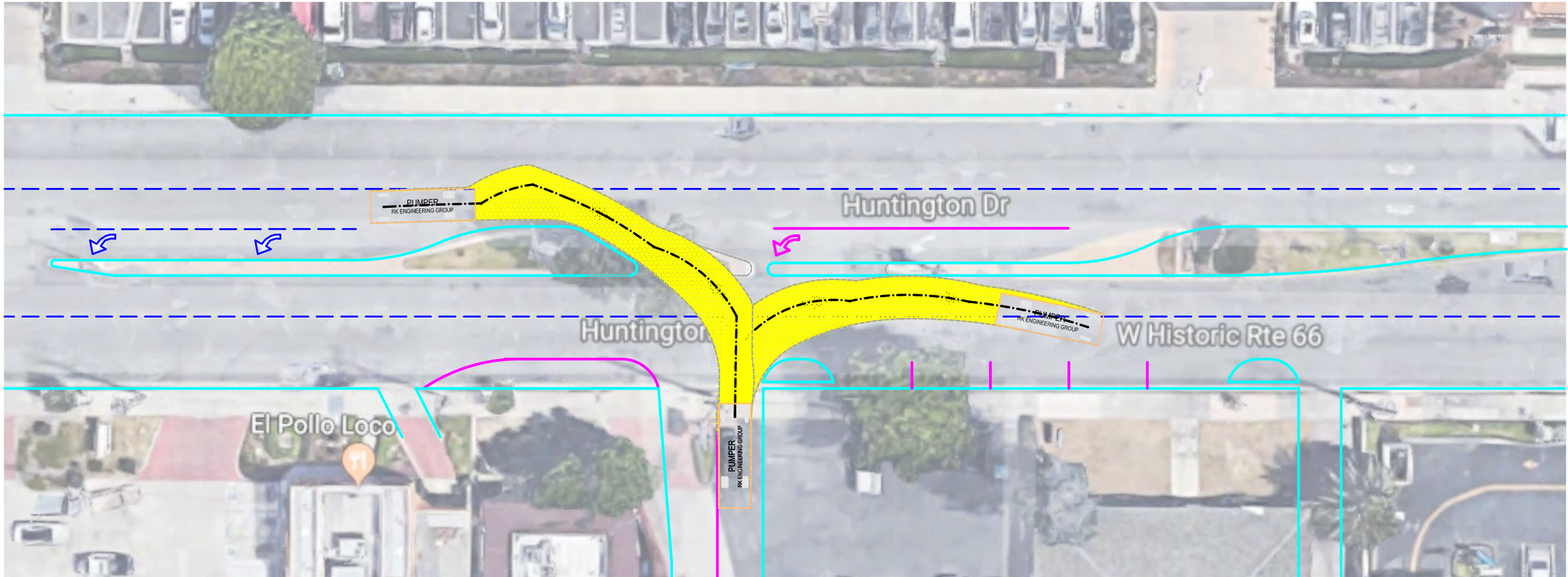
- 10 = Percent to Project
- = Site Boundary



**Conceptual Left-Turn Pocket and
Site Access with
Bulb Out**



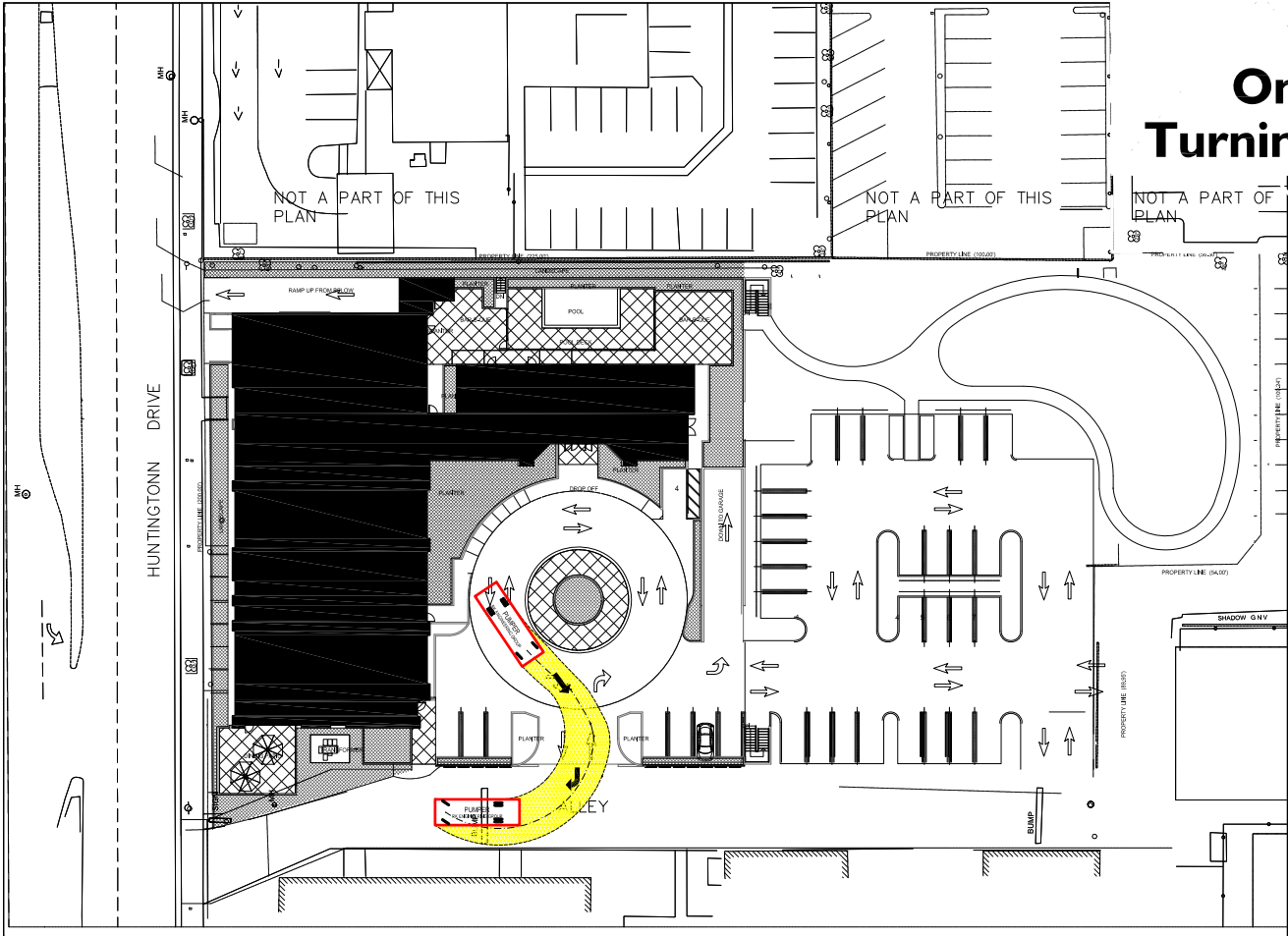
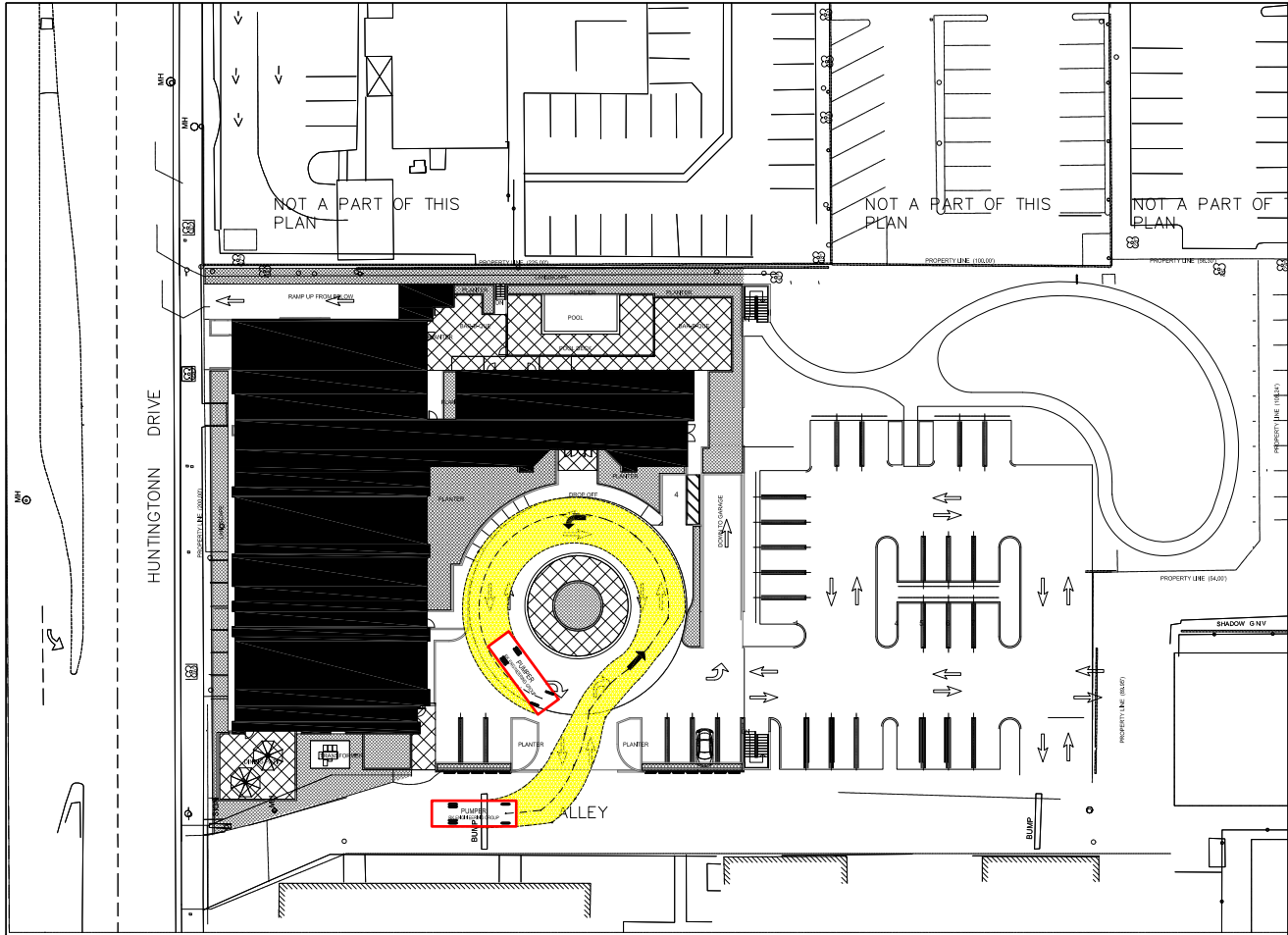
*NOTE: The final bulb out design and location shall be determined by the City Engineer.



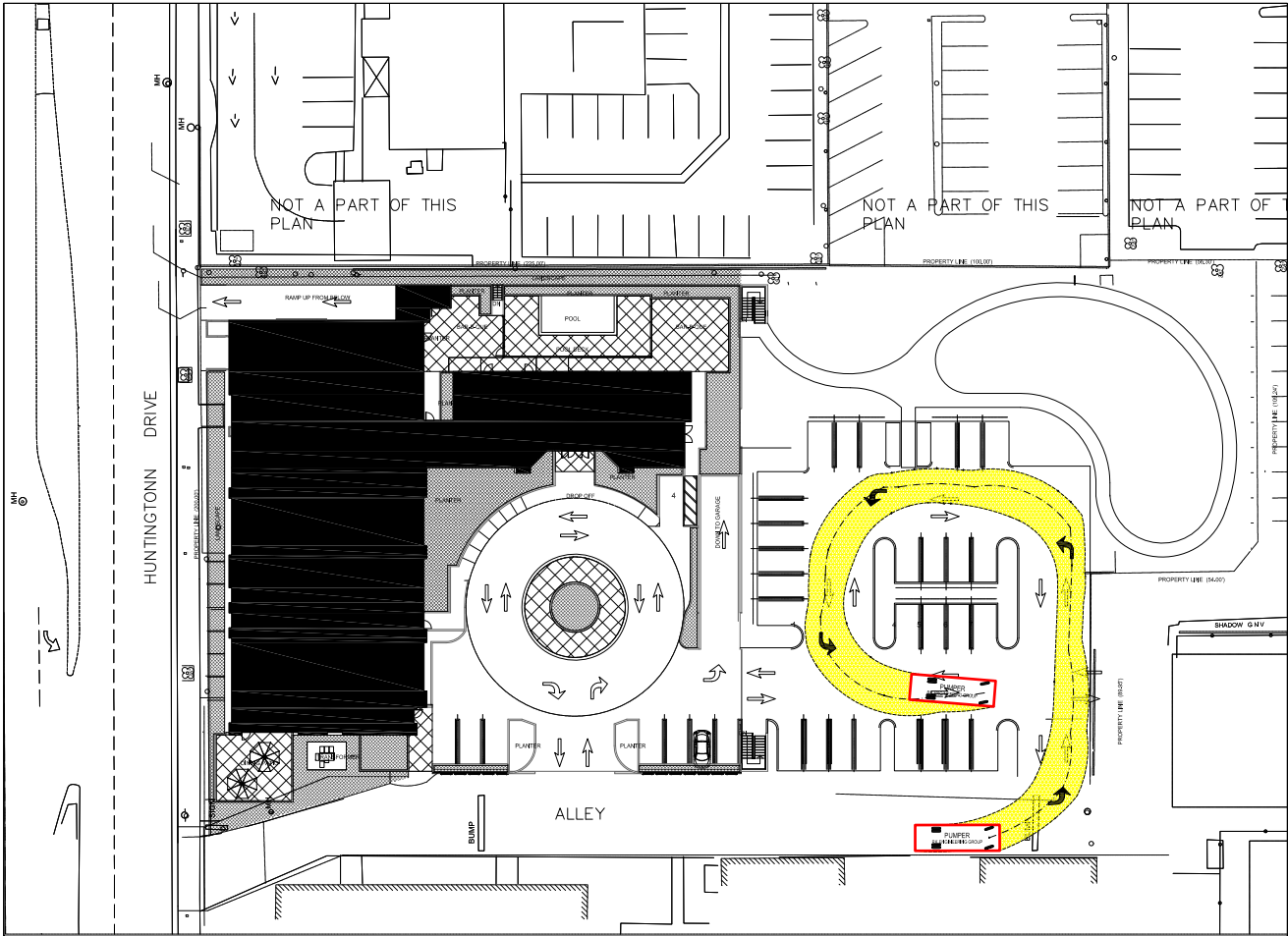
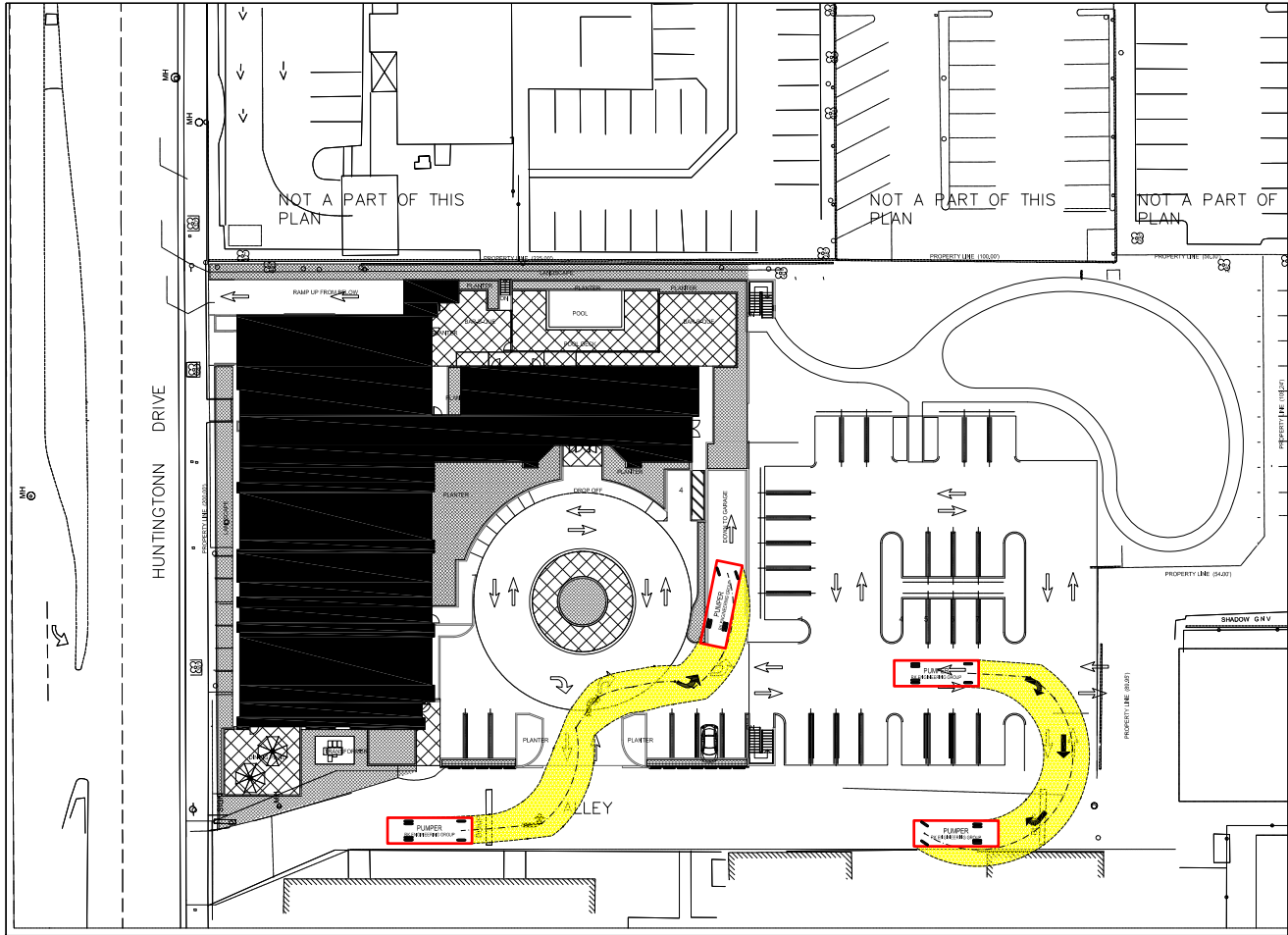
CONCEPTUAL. NOT FOR CONSTRUCTION. N.T.S.



Exhibit E
**On-Site Truck
Turning Template**



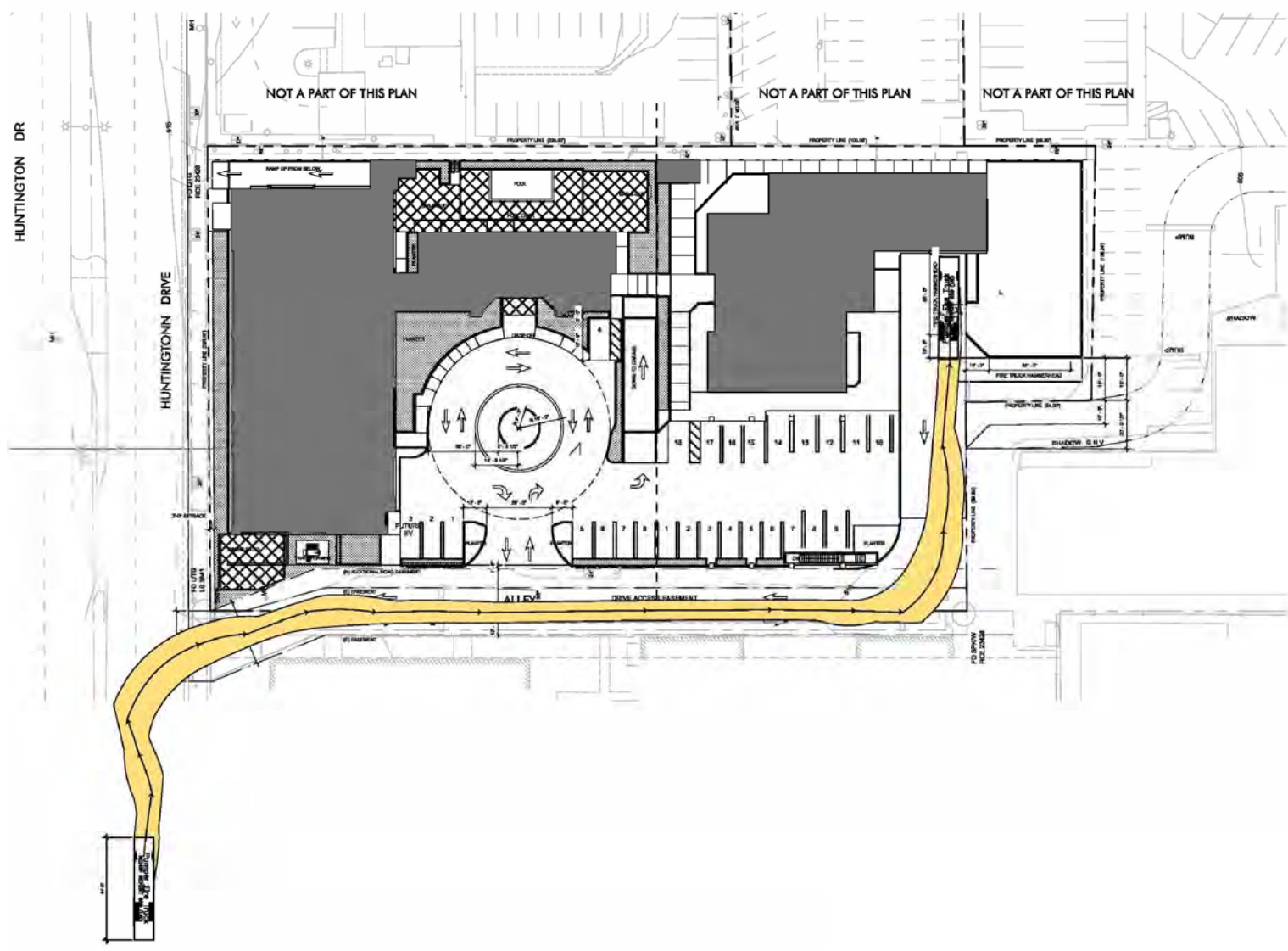
N.T.S



 = 32' Truck

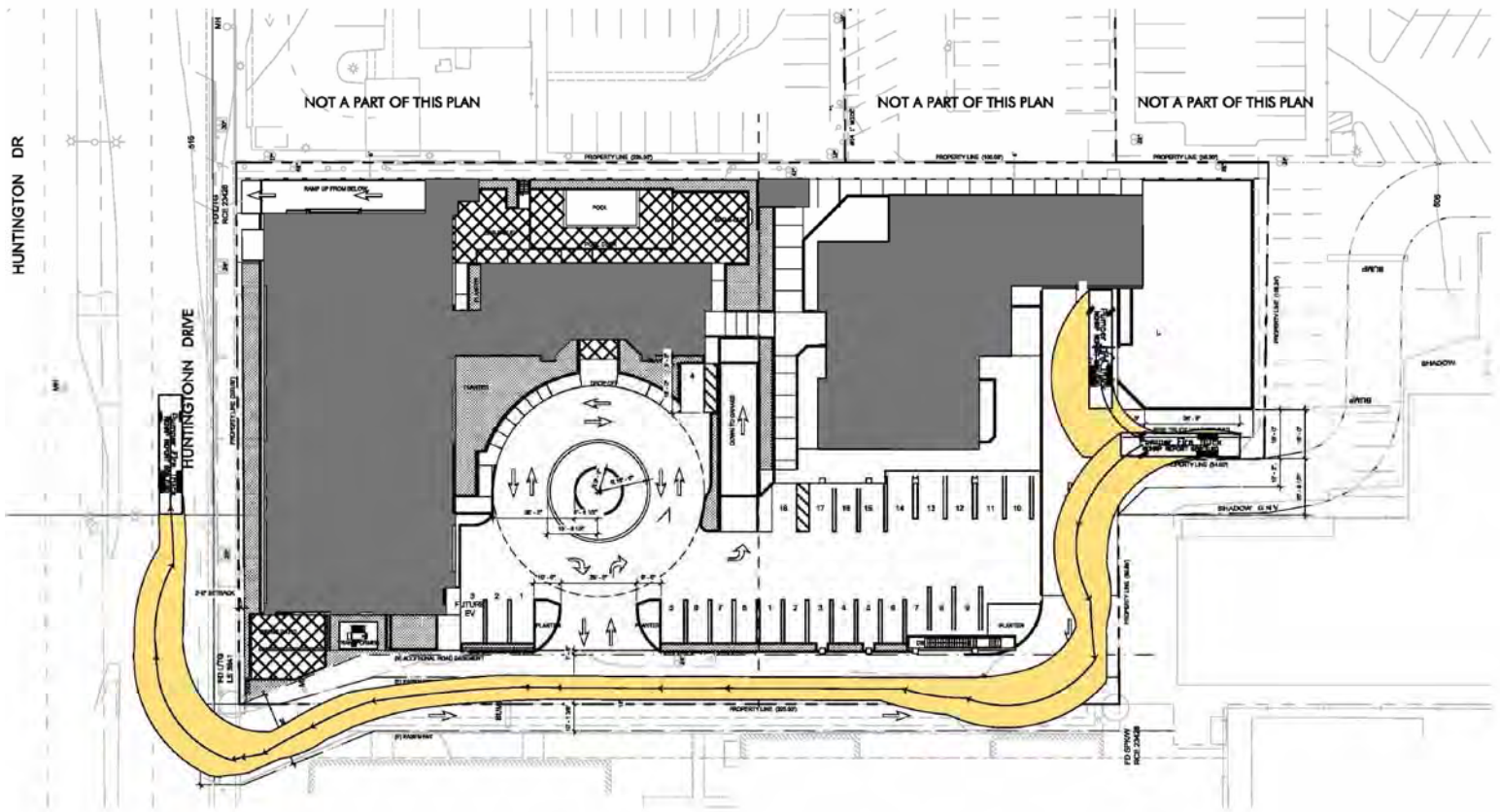


Exhibit F-1
**Pumper Fire Truck
Entry from Huntington Drive**



Legend:
 = 44' Fire Truck





Legend:

 = 44' Fire Truck

Appendices

Appendix A

Traffic Count Worksheets

City of Duarte
N/S: Duarte Center Driveway
E/W: Huntington Drive
Weather: Clear

File Name : 01_ El Pollo Loco West Dwy_Huntington_AM
Site Code : 10519562
Start Date : 8/27/2019
Page No : 1

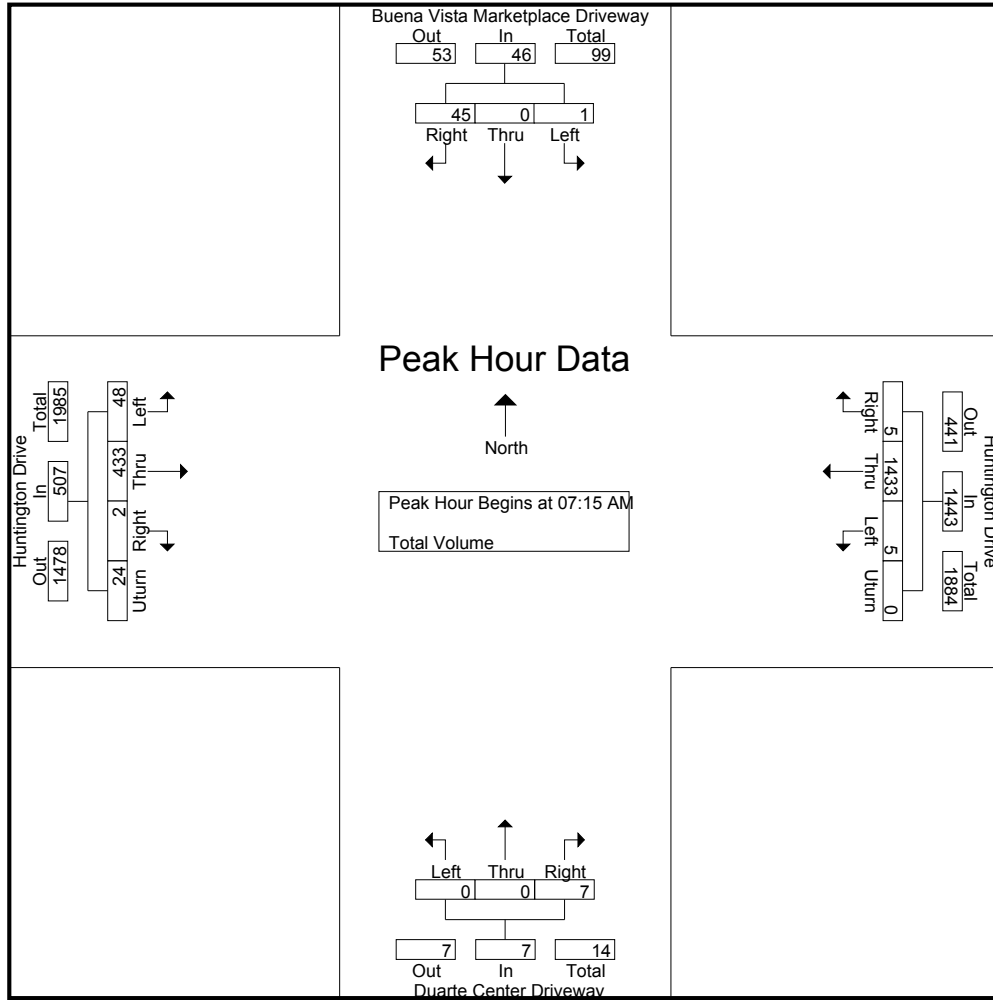
Groups Printed- Total Volume

	Buena Vista Marketplace Driveway Southbound				Huntington Drive Westbound					Duarte Center Driveway Northbound				Huntington Drive Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Uturn	App. Total	Int. Total
07:00 AM	0	0	10	10	2	332	3	0	337	0	0	0	0	13	85	0	1	99	446
07:15 AM	1	0	13	14	0	419	0	0	419	0	0	0	0	12	81	1	3	97	530
07:30 AM	0	0	9	9	3	367	1	0	371	0	0	0	0	16	92	0	10	118	498
07:45 AM	0	0	15	15	0	343	2	0	345	0	0	3	3	9	113	1	6	129	492
Total	1	0	47	48	5	1461	6	0	1472	0	0	3	3	50	371	2	20	443	1966
08:00 AM	0	0	8	8	2	304	2	0	308	0	0	4	4	11	147	0	5	163	483
08:15 AM	0	0	14	14	2	306	4	1	313	0	0	1	1	12	140	0	10	162	490
08:30 AM	1	0	18	19	1	296	7	0	304	0	0	2	2	17	139	1	5	162	487
08:45 AM	0	0	14	14	3	286	9	0	298	2	0	2	4	25	140	1	6	172	488
Total	1	0	54	55	8	1192	22	1	1223	2	0	9	11	65	566	2	26	659	1948
Grand Total	2	0	101	103	13	2653	28	1	2695	2	0	12	14	115	937	4	46	1102	3914
Apprch %	1.9	0	98.1		0.5	98.4	1	0		14.3	0	85.7		10.4	85	0.4	4.2		
Total %	0.1	0	2.6	2.6	0.3	67.8	0.7	0	68.9	0.1	0	0.3	0.4	2.9	23.9	0.1	1.2	28.2	

	Buena Vista Marketplace Driveway Southbound				Huntington Drive Westbound					Duarte Center Driveway Northbound				Huntington Drive Eastbound					
Start Time	Left	Thru	Right	App. Total			Right	Uturn	App. Total			Right	App. Total			Right	Uturn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:15 AM																			
07:15 AM	1	0	13	14	0	419	0	0	419	0	0	0	0	12	81	1	3	97	530
07:30 AM	0	0	9	9	3	367	1	0	371	0	0	0	0	16	92	0	10	118	498
07:45 AM	0	0	15	15	0	343	2	0	345	0	0	3	3	9	113	1	6	129	492
08:00 AM	0	0	8	8	2	304	2	0	308	0	0	4	4	11	147	0	5	163	483
Total Volume	1	0	45	46	5	1433	5	0	1443	0	0	7	7	48	433	2	24	507	2003
% App. Total																			
PHF	.250	.000	.750	.767	.417	.855	.625	.000	.861	.000	.000	.438	.438	.750	.736	.500	.600	.778	.945

City of Duarte
N/S: Duarte Center Driveway
E/W: Huntington Drive
Weather: Clear

File Name : 01_ El Pollo Loco West Dwy_Huntington_AM
Site Code : 10519562
Start Date : 8/27/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				08:00 AM				08:00 AM					
+0 mins.	0	0	15	15	2	332	3	0	337	0	0	4	4	11	147	0	5	163
+15 mins.	0	0	8	8	0	419	0	0	419	0	0	1	1	12	140	0	10	162
+30 mins.	0	0	14	14	3	367	1	0	371	0	0	2	2	17	139	1	5	162
+45 mins.	1	0	18	19	0	343	2	0	345	2	0	2	4	25	140	1	6	172
Total Volume	1	0	55	56	5	1461	6	0	1472	2	0	9	11	65	566	2	26	659
% App. Total																		
PHF	.250	.000	.764	.737	.417	.872	.500	.000	.878	.250	.000	.563	.688	.650	.963	.500	.650	.958

City of Duarte
N/S: Duarte Center Driveway
E/W: Huntington Drive
Weather: Clear

File Name : 01_ El Pollo Loco West Dwy_Huntington_MD
Site Code : 10519562
Start Date : 8/27/2019
Page No : 1

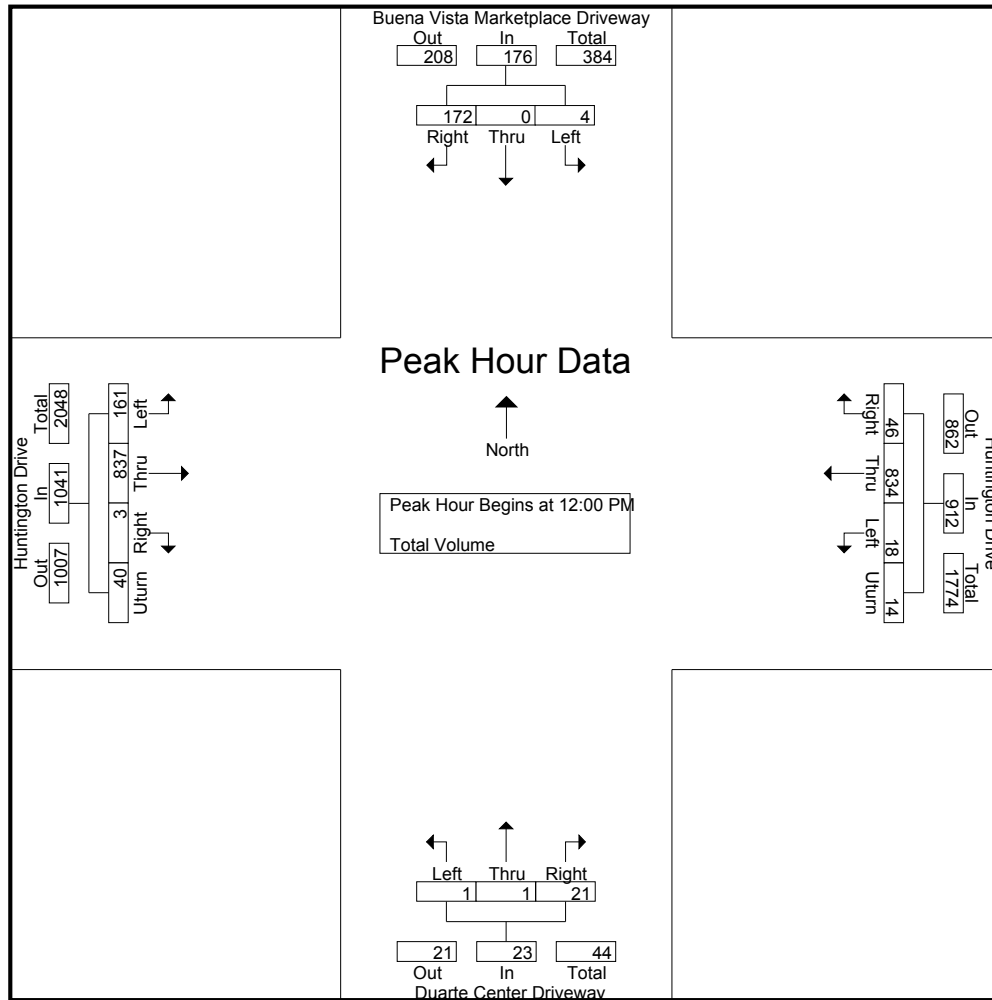
Groups Printed- Total Volume

	Buena Vista Marketplace Driveway Southbound				Huntington Drive Westbound					Duarte Center Driveway Northbound				Huntington Drive Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Uturn	App. Total	Int. Total
11:00 AM	1	0	36	37	5	196	6	0	207	0	1	1	2	31	149	3	3	186	432
11:15 AM	4	0	29	33	7	196	3	2	208	0	0	2	2	28	159	2	5	194	437
11:30 AM	4	0	32	36	5	211	13	2	231	1	0	5	6	28	203	2	8	241	514
11:45 AM	3	1	40	44	7	204	12	3	226	0	0	5	5	42	177	3	5	227	502
Total	12	1	137	150	24	807	34	7	872	1	1	13	15	129	688	10	21	848	1885
12:00 PM	1	0	37	38	6	235	13	3	257	0	0	7	7	35	194	1	9	239	541
12:15 PM	1	0	44	45	7	197	11	5	220	0	0	3	3	35	209	0	9	253	521
12:30 PM	2	0	39	41	4	218	14	1	237	1	0	9	10	54	231	1	5	291	579
12:45 PM	0	0	52	52	1	184	8	5	198	0	1	2	3	37	203	1	17	258	511
Total	4	0	172	176	18	834	46	14	912	1	1	21	23	161	837	3	40	1041	2152
Grand Total	16	1	309	326	42	1641	80	21	1784	2	2	34	38	290	1525	13	61	1889	4037
Apprch %	4.9	0.3	94.8		2.4	92	4.5	1.2		5.3	5.3	89.5		15.4	80.7	0.7	3.2		
Total %	0.4	0	7.7	8.1	1	40.6	2	0.5	44.2	0	0	0.8	0.9	7.2	37.8	0.3	1.5	46.8	

	Buena Vista Marketplace Driveway Southbound				Huntington Drive Westbound					Duarte Center Driveway Northbound				Huntington Drive Eastbound					
Start Time	Left	Thru	Right	App. Total			Right	Uturn	App. Total			Right	App. Total			Right	Uturn	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 12:00 PM																			
12:00 PM	1	0	37	38	6	235	13	3	257	0	0	7	7	35	194	1	9	239	541
12:15 PM	1	0	44	45	7	197	11	5	220	0	0	3	3	35	209	0	9	253	521
12:30 PM	2	0	39	41	4	218	14	1	237	1	0	9	10	54	231	1	5	291	579
12:45 PM	0	0	52	52	1	184	8	5	198	0	1	2	3	37	203	1	17	258	511
Total Volume	4	0	172	176	18	834	46	14	912	1	1	21	23	161	837	3	40	1041	2152
% App. Total	2.3	0	97.7		2	91.4	5	1.5		4.3	4.3	91.3		15.5	80.4	0.3	3.8		
PHF	.500	.000	.827	.846	.643	.887	.821	.700	.887	.250	.250	.583	.575	.745	.906	.750	.588	.894	.929

City of Duarte
N/S: Duarte Center Driveway
E/W: Huntington Drive
Weather: Clear

File Name : 01_El Pollo Loco West Dwy_Huntington_MD
Site Code : 10519562
Start Date : 8/27/2019
Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM					11:45 AM					11:45 AM					12:00 PM				
+0 mins.	1	0	37	38		7	204	12	3	226	0	0	5	5		35	194	1	9	239
+15 mins.	1	0	44	45		6	235	13	3	257	0	0	7	7		35	209	0	9	253
+30 mins.	2	0	39	41		7	197	11	5	220	0	0	3	3		54	231	1	5	291
+45 mins.	0	0	52	52		4	218	14	1	237	1	0	9	10		37	203	1	17	258
Total Volume	4	0	172	176		24	854	50	12	940	1	0	24	25		161	837	3	40	1041
% App. Total	2.3	0	97.7			2.6	90.9	5.3	1.3		4	0	96			15.5	80.4	0.3	3.8	
PHF	.500	.000	.827	.846		.857	.909	.893	.600	.914	.250	.000	.667	.625		.745	.906	.750	.588	.894

City of Duarte
N/S: Duarte Center Driveway
E/W: Huntington Drive
Weather: Clear

File Name : 01_El Pollo Loco West Dwy_Huntington_PM
Site Code : 10519562
Start Date : 8/27/2019
Page No : 1

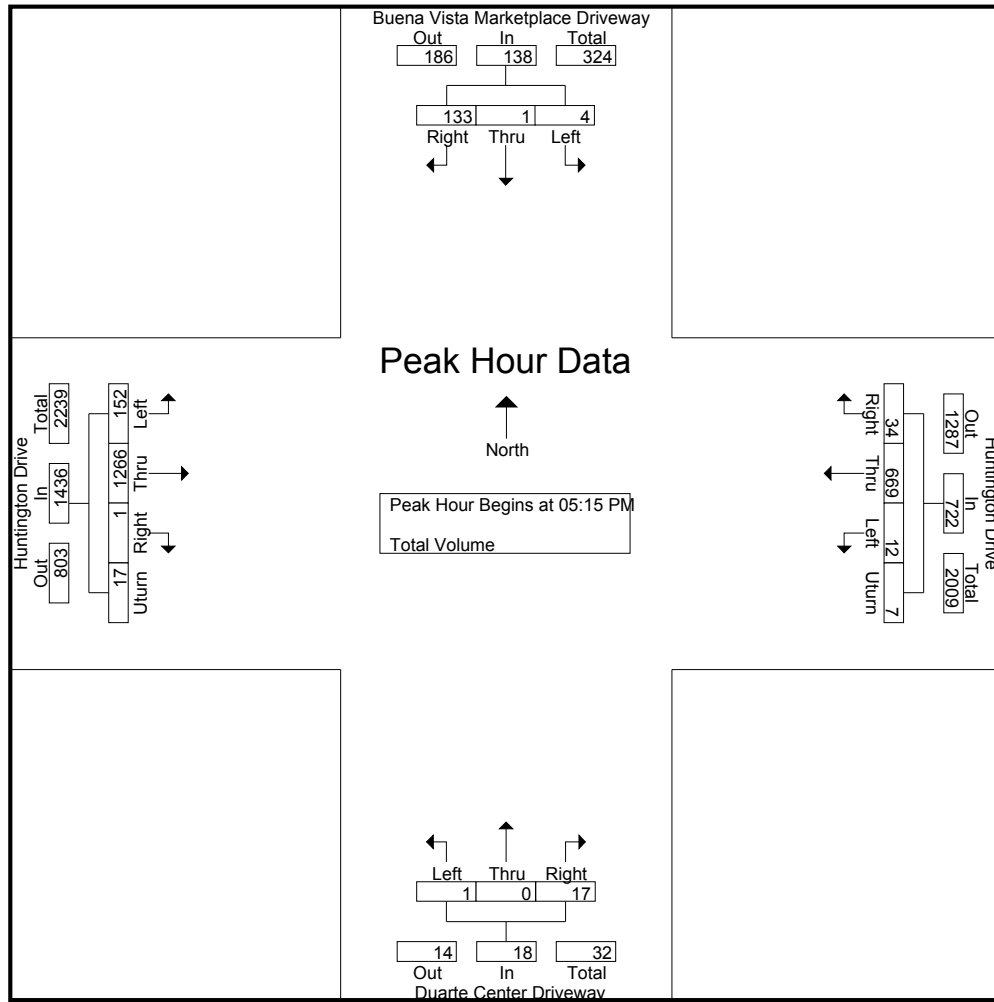
Groups Printed- Total Volume

	Buena Vista Marketplace Driveway Southbound				Huntington Drive Westbound					Duarte Center Driveway Northbound				Huntington Drive Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Uturn	App. Total	Int. Total
05:00 PM	1	0	39	40	2	177	9	0	188	1	1	6	8	37	310	1	3	351	587
05:15 PM	2	0	39	41	3	169	12	3	187	0	0	4	4	30	332	1	3	366	598
05:30 PM	0	1	29	30	3	165	8	1	177	0	0	4	4	33	320	0	4	357	568
05:45 PM	0	0	30	30	3	162	6	0	171	1	0	3	4	51	299	0	4	354	559
Total	3	1	137	141	11	673	35	4	723	2	1	17	20	151	1261	2	14	1428	2312
06:00 PM	2	0	35	37	3	173	8	3	187	0	0	6	6	38	315	0	6	359	589
06:15 PM	1	0	40	41	3	165	9	3	180	1	0	2	3	23	289	1	4	317	541
06:30 PM	0	0	33	33	2	141	6	4	153	2	1	9	12	34	307	0	4	345	543
06:45 PM	1	0	27	28	2	153	7	4	166	0	0	7	7	31	248	2	4	285	486
Total	4	0	135	139	10	632	30	14	686	3	1	24	28	126	1159	3	18	1306	2159
Grand Total	7	1	272	280	21	1305	65	18	1409	5	2	41	48	277	2420	5	32	2734	4471
Apprch %	2.5	0.4	97.1		1.5	92.6	4.6	1.3		10.4	4.2	85.4		10.1	88.5	0.2	1.2		
Total %	0.2	0	6.1	6.3	0.5	29.2	1.5	0.4	31.5	0.1	0	0.9	1.1	6.2	54.1	0.1	0.7	61.1	

	Buena Vista Marketplace Driveway Southbound				Huntington Drive Westbound					Duarte Center Driveway Northbound				Huntington Drive Eastbound					
Start Time	Left	Thru	Right	App. Total			Right	Uturn	App. Total			Right	App. Total			Right	Uturn	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 05:15 PM																			
05:15 PM	2	0	39	41	3	169	12	3	187	0	0	4	4	30	332	1	3	366	598
05:30 PM	0	1	29	30	3	165	8	1	177	0	0	4	4	33	320	0	4	357	568
05:45 PM	0	0	30	30	3	162	6	0	171	1	0	3	4	51	299	0	4	354	559
06:00 PM	2	0	35	37	3	173	8	3	187	0	0	6	6	38	315	0	6	359	589
Total Volume	4	1	133	138	12	669	34	7	722	1	0	17	18	152	1266	1	17	1436	2314
% App. Total																			
PHF	.500	.250	.853	.841	1.00	.967	.708	.583	.965	.250	.000	.708	.750	.745	.953	.250	.708	.981	.967

City of Duarte
N/S: Duarte Center Driveway
E/W: Huntington Drive
Weather: Clear

File Name : 01_ El Pollo Loco West Dwy_Huntington_PM
Site Code : 10519562
Start Date : 8/27/2019
Page No : 2



Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					06:00 PM					05:15 PM				
+0 mins.	1	0	39	40		2	177	9	0	188	0	0	6	6		30	332	1	3	366
+15 mins.	2	0	39	41		3	169	12	3	187	1	0	2	3		33	320	0	4	357
+30 mins.	0	1	29	30		3	165	8	1	177	2	1	9	12		51	299	0	4	354
+45 mins.	0	0	30	30		3	162	6	0	171	0	0	7	7		38	315	0	6	359
Total Volume	3	1	137	141		11	673	35	4	723	3	1	24	28		152	1266	1	17	1436
% App. Total																				
PHF	.375	.250	.878	.860		.917	.951	.729	.333	.961	.375	.250	.667	.583		.745	.953	.250	.708	.981

City of Duarte
N/S: Monrovia Post Acute West Driveway
E/W: Huntington Drive
Weather: Clear

File Name : 03_Monrovia PA West Dwy_Huntington_AM
Site Code : 10519562
Start Date : 8/27/2019
Page No : 1

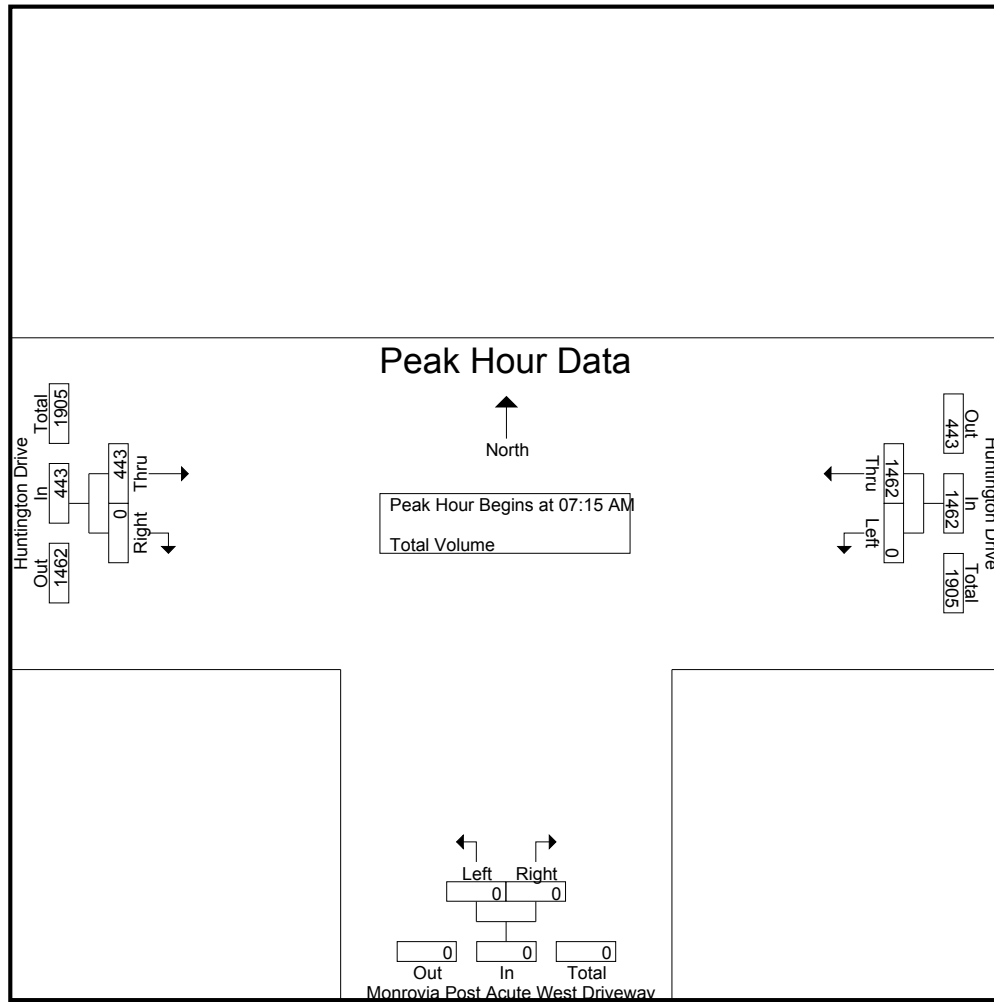
Groups Printed- Total Volume

	Huntington Drive Westbound			Monrovia Post Acute West Driveway Northbound			Huntington Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	335	335	0	0	0	83	2	85	420
07:15 AM	0	420	420	0	0	0	82	0	82	502
07:30 AM	0	377	377	0	0	0	93	0	93	470
07:45 AM	0	352	352	0	0	0	119	0	119	471
Total	0	1484	1484	0	0	0	377	2	379	1863
08:00 AM	0	313	313	0	0	0	149	0	149	462
08:15 AM	0	307	307	0	0	0	142	3	145	452
08:30 AM	0	303	303	0	0	0	147	2	149	452
08:45 AM	0	301	301	0	0	0	136	1	137	438
Total	0	1224	1224	0	0	0	574	6	580	1804
Grand Total	0	2708	2708	0	0	0	951	8	959	3667
Apprch %	0	100		0	0		99.2	0.8		
Total %	0	73.8	73.8	0	0	0	25.9	0.2	26.2	

	Huntington Drive Westbound			Monrovia Post Acute West Driveway Northbound			Huntington Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	420	420	0	0	0	82	0	82	502
07:30 AM	0	377	377	0	0	0	93	0	93	470
07:45 AM	0	352	352	0	0	0	119	0	119	471
08:00 AM	0	313	313	0	0	0	149	0	149	462
Total Volume	0	1462	1462	0	0	0	443	0	443	1905
% App. Total	0	100		0	0		100	0		
PHF	.000	.870	.870	.000	.000	.000	.743	.000	.743	.949

City of Duarte
N/S: Monrovia Post Acute West Driveway
E/W: Huntington Drive
Weather: Clear

File Name : 03_Monrovia PA West Dwy_Huntington_AM
Site Code : 10519562
Start Date : 8/27/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			08:00 AM		
+0 mins.	0	335	335	0	0	0	149	0	149
+15 mins.	0	420	420	0	0	0	142	3	145
+30 mins.	0	377	377	0	0	0	147	2	149
+45 mins.	0	352	352	0	0	0	136	1	137
Total Volume	0	1484	1484	0	0	0	574	6	580
% App. Total	0	100		0	0		99	1	
PHF	.000	.883	.883	.000	.000	.000	.963	.500	.973

City of Duarte
N/S: Monrovia Post Acute West Driveway
E/W: Huntington Drive
Weather: Clear

File Name : 03_Monrovia PA West Dwy_Huntington_MD
Site Code : 10519562
Start Date : 8/27/2019
Page No : 1

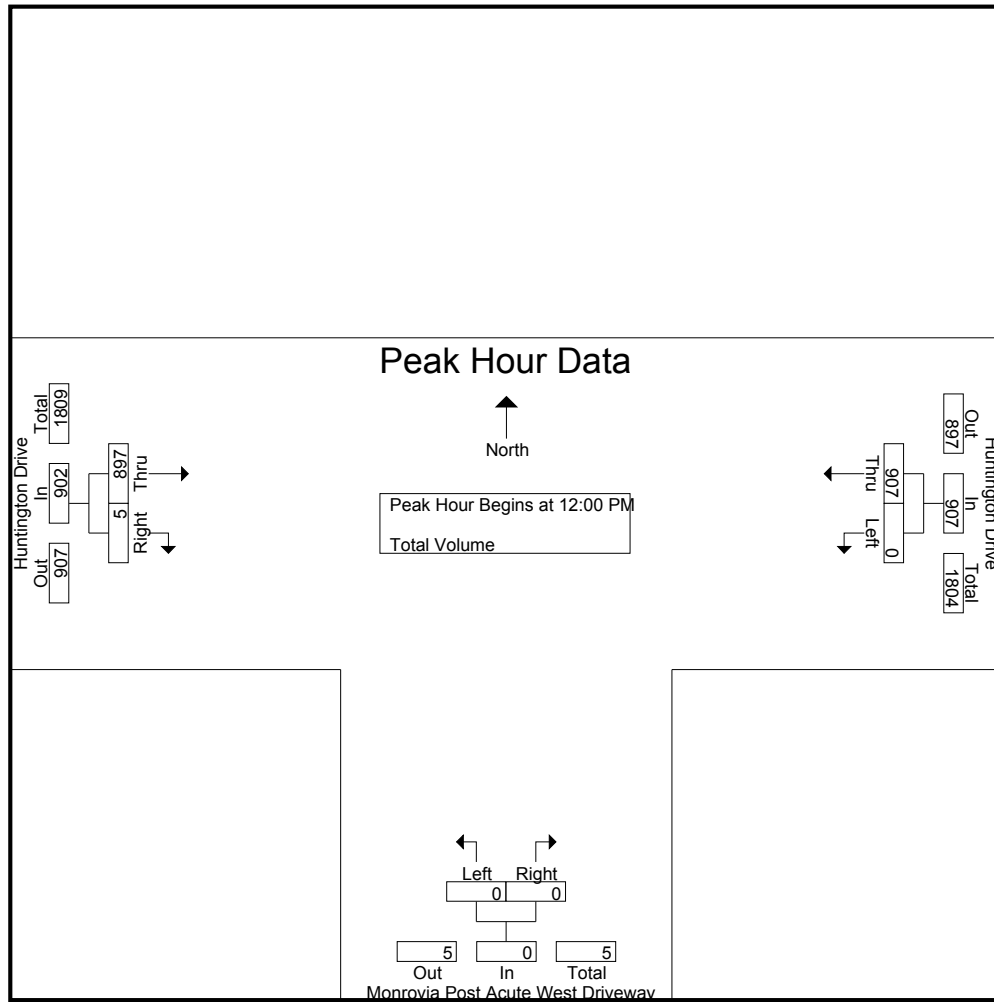
Groups Printed- Total Volume

	Huntington Drive Westbound			Monrovia Post Acute West Driveway Northbound			Huntington Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
11:00 AM	0	214	214	0	0	0	151	2	153	367
11:15 AM	0	209	209	0	0	0	167	1	168	377
11:30 AM	0	235	235	0	0	0	209	0	209	444
11:45 AM	0	227	227	0	0	0	203	0	203	430
Total	0	885	885	0	0	0	730	3	733	1618
12:00 PM	0	246	246	0	0	0	204	1	205	451
12:15 PM	0	219	219	0	0	0	231	2	233	452
12:30 PM	0	235	235	0	0	0	238	1	239	474
12:45 PM	0	207	207	0	0	0	224	1	225	432
Total	0	907	907	0	0	0	897	5	902	1809
Grand Total	0	1792	1792	0	0	0	1627	8	1635	3427
Apprch %	0	100		0	0		99.5	0.5		
Total %	0	52.3	52.3	0	0	0	47.5	0.2	47.7	

	Huntington Drive Westbound			Monrovia Post Acute West Driveway Northbound			Huntington Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:00 PM										
12:00 PM	0	246	246	0	0	0	204	1	205	451
12:15 PM	0	219	219	0	0	0	231	2	233	452
12:30 PM	0	235	235	0	0	0	238	1	239	474
12:45 PM	0	207	207	0	0	0	224	1	225	432
Total Volume	0	907	907	0	0	0	897	5	902	1809
% App. Total	0	100		0	0		99.4	0.6		
PHF	.000	.922	.922	.000	.000	.000	.942	.625	.944	.954

City of Duarte
N/S: Monrovia Post Acute West Driveway
E/W: Huntington Drive
Weather: Clear

File Name : 03_Monrovia PA West Dwy_Huntington_MD
Site Code : 10519562
Start Date : 8/27/2019
Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:30 AM			11:00 AM			12:00 PM		
+0 mins.	0	235	235	0	0	0	204	1	205
+15 mins.	0	227	227	0	0	0	231	2	233
+30 mins.	0	246	246	0	0	0	238	1	239
+45 mins.	0	219	219	0	0	0	224	1	225
Total Volume	0	927	927	0	0	0	897	5	902
% App. Total	0	100		0	0		99.4	0.6	
PHF	.000	.942	.942	.000	.000	.000	.942	.625	.944

City of Duarte
N/S: Monrovia Post Acute West Driveway
E/W: Huntington Drive
Weather: Clear

File Name : 03_Monrovia PA West Dwy_Huntington_PM
Site Code : 10519562
Start Date : 8/27/2019
Page No : 1

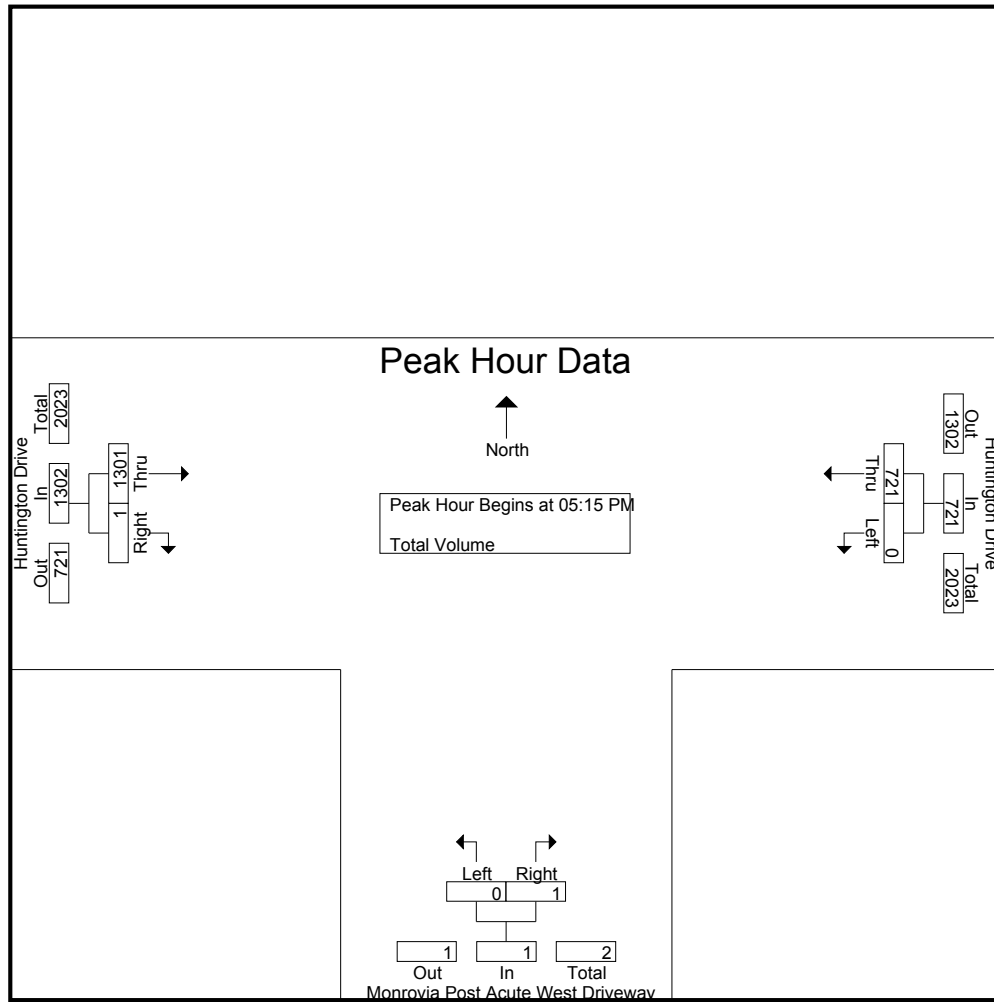
Groups Printed- Total Volume

	Huntington Drive Westbound			Monrovia Post Acute West Driveway Northbound			Huntington Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
05:00 PM	0	184	184	0	0	0	308	1	309	493
05:15 PM	0	188	188	0	0	0	333	1	334	522
05:30 PM	0	175	175	0	0	0	331	0	331	506
05:45 PM	0	176	176	0	0	0	319	0	319	495
Total	0	723	723	0	0	0	1291	2	1293	2016
06:00 PM	0	182	182	0	1	1	318	0	318	501
06:15 PM	0	179	179	0	0	0	316	1	317	496
06:30 PM	0	155	155	0	2	2	327	2	329	486
06:45 PM	0	169	169	0	0	0	271	0	271	440
Total	0	685	685	0	3	3	1232	3	1235	1923
Grand Total	0	1408	1408	0	3	3	2523	5	2528	3939
Apprch %	0	100		0	100		99.8	0.2		
Total %	0	35.7	35.7	0	0.1	0.1	64.1	0.1	64.2	

	Huntington Drive Westbound			Monrovia Post Acute West Driveway Northbound			Huntington Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:15 PM										
05:15 PM	0	188	188	0	0	0	333	1	334	522
05:30 PM	0	175	175	0	0	0	331	0	331	506
05:45 PM	0	176	176	0	0	0	319	0	319	495
06:00 PM	0	182	182	0	1	1	318	0	318	501
Total Volume	0	721	721	0	1	1	1301	1	1302	2024
% App. Total	0	100		0	100		99.9	0.1		
PHF	.000	.959	.959	.000	.250	.250	.977	.250	.975	.969

City of Duarte
N/S: Monrovia Post Acute West Driveway
E/W: Huntington Drive
Weather: Clear

File Name : 03_Monrovia PA West Dwy_Huntington_PM
Site Code : 10519562
Start Date : 8/27/2019
Page No : 2



Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			05:45 PM			05:15 PM		
+0 mins.	0	184	184	0	0	0	333	1	334
+15 mins.	0	188	188	0	1	1	331	0	331
+30 mins.	0	175	175	0	0	0	319	0	319
+45 mins.	0	176	176	0	2	2	318	0	318
Total Volume	0	723	723	0	3	3	1301	1	1302
% App. Total	0	100		0	100		99.9	0.1	
PHF	.000	.961	.961	.000	.375	.375	.977	.250	.975

City of Duarte
N/S: Monrovia Post Acute East Driveway
E/W: Huntington Drive
Weather: Clear

File Name : 04_Monrovia PA East Dwy_Huntington_AM
Site Code : 10519562
Start Date : 8/27/2019
Page No : 1

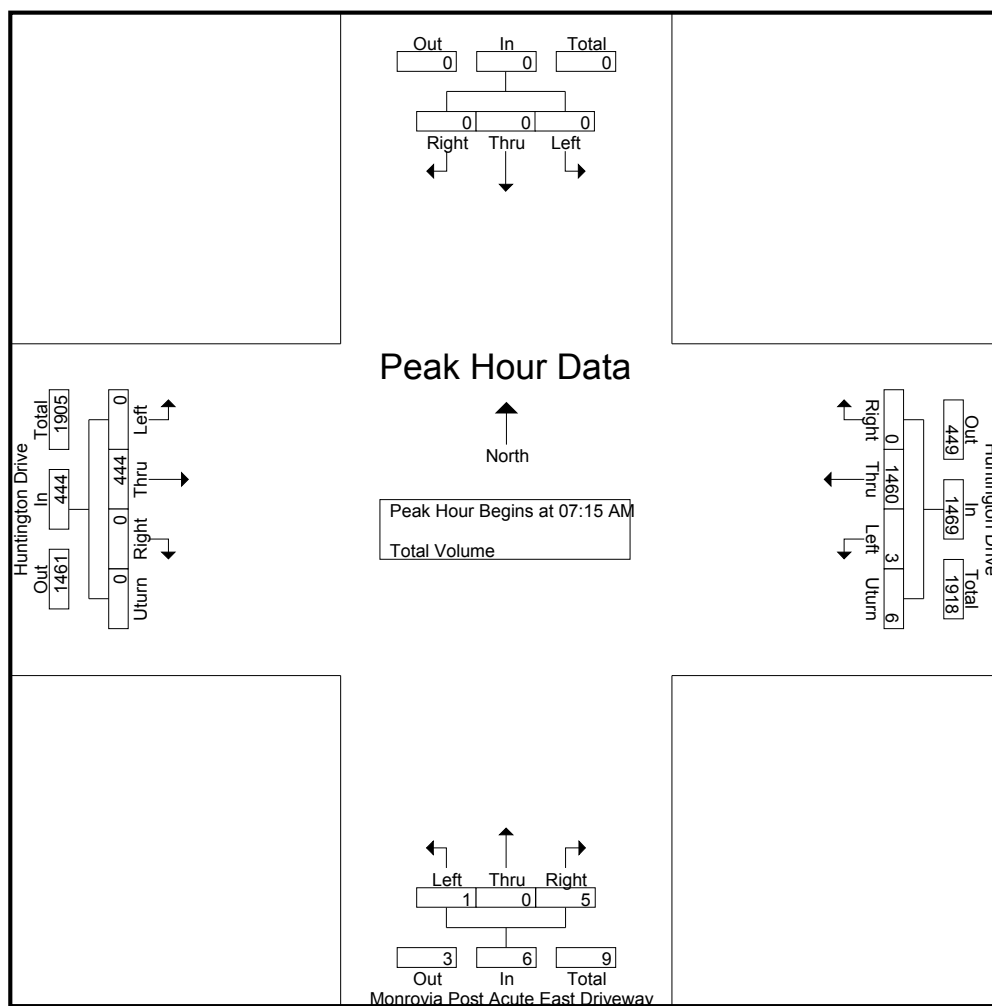
Groups Printed- Total Volume

	Southbound				Huntington Drive Westbound					Monrovia Post Acute East Driveway Northbound				Huntington Drive Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Uturn	App. Total	Int. Total
07:00 AM	0	0	0	0	1	342	0	2	345	0	0	1	1	0	81	0	0	81	427
07:15 AM	0	0	0	0	0	419	0	1	420	0	0	2	2	0	82	0	0	82	504
07:30 AM	0	0	0	0	1	378	0	1	380	0	0	1	1	0	95	0	0	95	476
07:45 AM	0	0	0	0	1	346	0	1	348	1	0	0	1	0	118	0	0	118	467
Total	0	0	0	0	3	1485	0	5	1493	1	0	4	5	0	376	0	0	376	1874
08:00 AM	0	0	0	0	1	317	0	3	321	0	0	2	2	0	149	0	0	149	472
08:15 AM	0	0	0	0	0	326	0	3	329	0	0	4	4	0	143	0	0	143	476
08:30 AM	0	0	0	0	0	306	0	2	308	0	0	0	0	0	151	0	0	151	459
08:45 AM	0	0	0	0	1	301	0	2	304	0	0	1	1	0	134	0	0	134	439
Total	0	0	0	0	2	1250	0	10	1262	0	0	7	7	0	577	0	0	577	1846
Grand Total	0	0	0	0	5	2735	0	15	2755	1	0	11	12	0	953	0	0	953	3720
Apprch %	0	0	0		0.2	99.3	0	0.5		8.3	0	91.7		0	100	0	0		
Total %	0	0	0	0	0.1	73.5	0	0.4	74.1	0	0	0.3	0.3	0	25.6	0	0	25.6	

	Southbound				Huntington Drive Westbound					Monrovia Post Acute East Driveway Northbound				Huntington Drive Eastbound					
Start Time	Left	Thru	Right	App. Total			Right	Uturn	App. Total			Right	App. Total			Right	Uturn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:15 AM																			
07:15 AM	0	0	0	0	0	419	0	1	420	0	0	2	2	0	82	0	0	82	504
07:30 AM	0	0	0	0	1	378	0	1	380	0	0	1	1	0	95	0	0	95	476
07:45 AM	0	0	0	0	1	346	0	1	348	1	0	0	1	0	118	0	0	118	467
08:00 AM	0	0	0	0	1	317	0	3	321	0	0	2	2	0	149	0	0	149	472
Total Volume	0	0	0	0	3	1460	0	6	1469	1	0	5	6	0	444	0	0	444	1919
% App. Total																			
PHF	.000	.000	.000	.000	.750	.871	.000	.500	.874	.250	.000	.625	.750	.000	.745	.000	.000	.745	.952

City of Duarte
N/S: Monrovia Post Acute East Driveway
E/W: Huntington Drive
Weather: Clear

File Name : 04_Monrovia PA East Dwy_Huntington_AM
Site Code : 10519562
Start Date : 8/27/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

Peak Hour for Each Approach Begins at:																		
	07:00 AM				07:00 AM				07:30 AM				08:00 AM					
+0 mins.	0	0	0	0	1	342	0	2	345	0	0	1	1	0	149	0	0	149
+15 mins.	0	0	0	0	0	419	0	1	420	1	0	0	1	0	143	0	0	143
+30 mins.	0	0	0	0	1	378	0	1	380	0	0	2	2	0	151	0	0	151
+45 mins.	0	0	0	0	1	346	0	1	348	0	0	4	4	0	134	0	0	134
Total Volume	0	0	0	0	3	1485	0	5	1493	1	0	7	8	0	577	0	0	577
% App. Total																		
PHF	.000	.000	.000	.000	.750	.886	.000	.625	.889	.250	.000	.438	.500	.000	.955	.000	.000	.955

City of Duarte
N/S: Monrovia Post Acute East Driveway
E/W: Huntington Drive
Weather: Clear

File Name : 04_Monrovia PA East Dwy_Huntington_MD
Site Code : 10519562
Start Date : 8/27/2019
Page No : 1

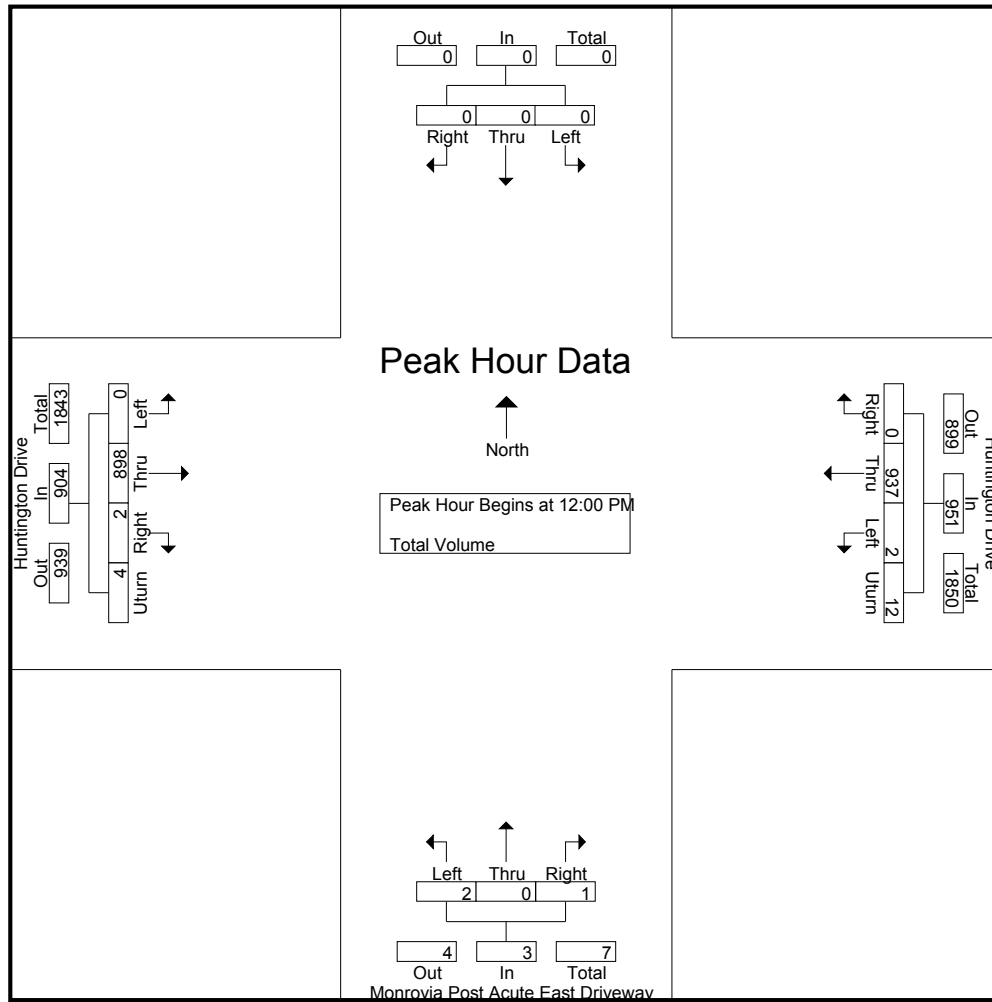
Groups Printed- Total Volume

	Southbound				Huntington Drive Westbound					Monrovia Post Acute East Driveway Northbound				Huntington Drive Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Uturn	App. Total	Int. Total
11:00 AM	0	0	0	0	2	214	0	1	217	0	0	6	6	0	152	0	0	152	375
11:15 AM	0	0	0	0	2	210	0	5	217	1	0	2	3	0	171	0	1	172	392
11:30 AM	0	0	0	0	1	236	0	4	241	0	0	0	0	0	214	0	0	214	455
11:45 AM	0	0	0	0	0	230	0	4	234	1	0	1	2	0	196	0	0	196	432
Total	0	0	0	0	5	890	0	14	909	2	0	9	11	0	733	0	1	734	1654
12:00 PM	0	0	0	0	0	266	0	1	267	0	0	0	0	0	205	0	2	207	474
12:15 PM	0	0	0	0	0	223	0	4	227	1	0	0	1	0	229	1	0	230	458
12:30 PM	0	0	0	0	1	234	0	2	237	0	0	0	0	0	238	1	1	240	477
12:45 PM	0	0	0	0	1	214	0	5	220	1	0	1	2	0	226	0	1	227	449
Total	0	0	0	0	2	937	0	12	951	2	0	1	3	0	898	2	4	904	1858
Grand Total	0	0	0	0	7	1827	0	26	1860	4	0	10	14	0	1631	2	5	1638	3512
Apprch %	0	0	0		0.4	98.2	0	1.4		28.6	0	71.4		0	99.6	0.1	0.3		
Total %	0	0	0	0	0.2	52	0	0.7	53	0.1	0	0.3	0.4	0	46.4	0.1	0.1	46.6	

	Southbound				Huntington Drive Westbound					Monrovia Post Acute East Driveway Northbound				Huntington Drive Eastbound					
Start Time	Left	Thru	Right	App. Total			Right	Uturn	App. Total			Right	App. Total			Right	Uturn	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 12:00 PM																			
12:00 PM	0	0	0	0	0	266	0	1	267	0	0	0	0	0	205	0	2	207	474
12:15 PM	0	0	0	0	0	223	0	4	227	1	0	0	1	0	229	1	0	230	458
12:30 PM	0	0	0	0	1	234	0	2	237	0	0	0	0	0	238	1	1	240	477
12:45 PM	0	0	0	0	1	214	0	5	220	1	0	1	2	0	226	0	1	227	449
Total Volume	0	0	0	0	2	937	0	12	951	2	0	1	3	0	898	2	4	904	1858
% App. Total	0	0	0		0.2	98.5	0	1.3		66.7	0	33.3		0	99.3	0.2	0.4		
PHF	.000	.000	.000	.000	.500	.881	.000	.600	.890	.500	.000	.250	.375	.000	.943	.500	.500	.942	.974

City of Duarte
N/S: Monrovia Post Acute East Driveway
E/W: Huntington Drive
Weather: Clear

File Name : 04_Monrovia PA East Dwy_Huntington_MD
Site Code : 10519562
Start Date : 8/27/2019
Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00 AM				11:30 AM				11:00 AM				12:00 PM					
+0 mins.	0	0	0	0	1	236	0	4	241	0	0	6	6	0	205	0	2	207
+15 mins.	0	0	0	0	0	230	0	4	234	1	0	2	3	0	229	1	0	230
+30 mins.	0	0	0	0	0	266	0	1	267	0	0	0	0	0	238	1	1	240
+45 mins.	0	0	0	0	0	223	0	4	227	1	0	1	2	0	226	0	1	227
Total Volume	0	0	0	0	1	955	0	13	969	2	0	9	11	0	898	2	4	904
% App. Total	0	0	0	0	0.1	98.6	0	1.3		18.2	0	81.8		0	99.3	0.2	0.4	
PHF	.000	.000	.000	.000	.250	.898	.000	.813	.907	.500	.000	.375	.458	.000	.943	.500	.500	.942

City of Duarte
N/S: Monrovia Post Acute East Driveway
E/W: Huntington Drive
Weather: Clear

File Name : 04_Monrovia PA East Dwy_Huntington_PM
Site Code : 10519562
Start Date : 8/27/2019
Page No : 1

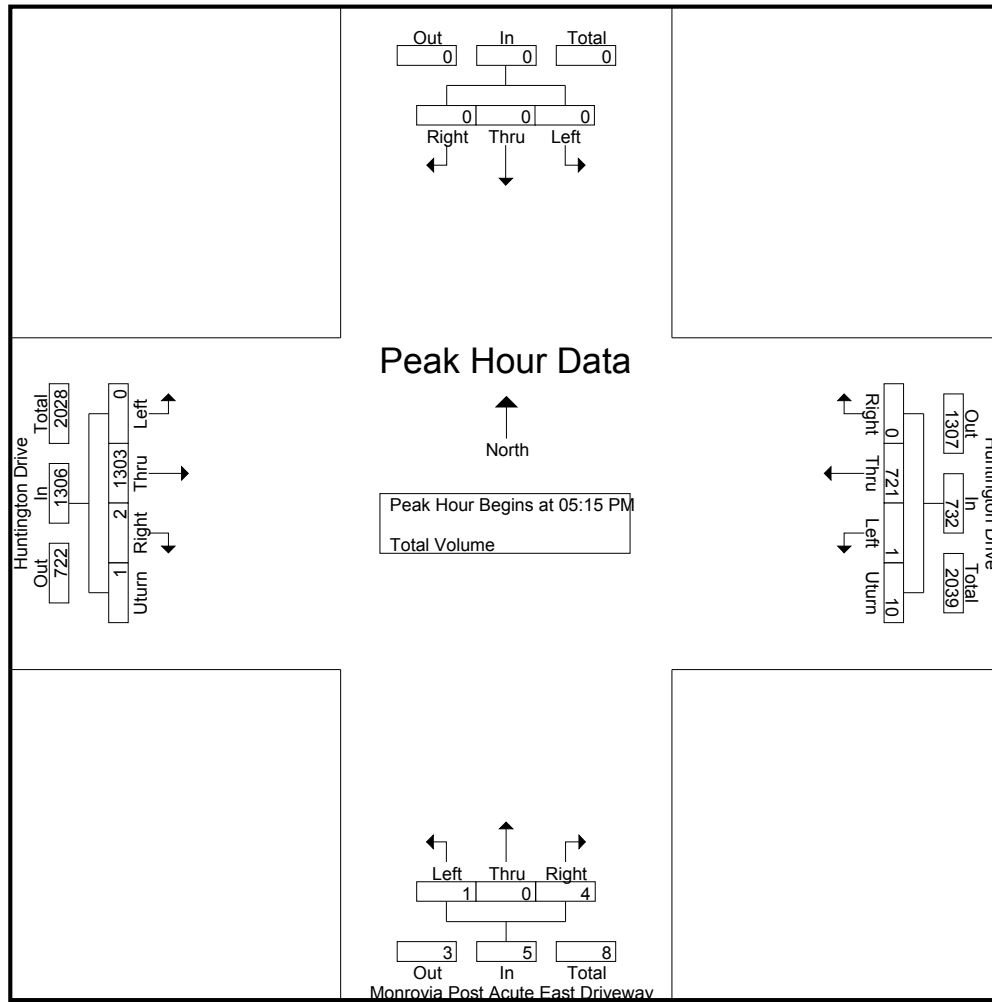
Groups Printed- Total Volume

	Southbound					Huntington Drive Westbound					Monrovia Post Acute East Driveway Northbound					Huntington Drive Eastbound					
Start Time	Left	Thru	Right	App. Total		Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	App. Total		Left	Thru	Right	Uturn	App. Total	Int. Total
05:00 PM	0	0	0	0		1	183	2	2	188	0	0	0	0		0	313	0	0	313	501
05:15 PM	0	0	0	0		1	188	0	6	195	0	0	0	0		0	333	1	1	335	530
05:30 PM	0	0	0	0		0	177	0	2	179	0	0	1	1		0	324	1	0	325	505
05:45 PM	0	0	0	0		0	176	0	2	178	1	0	1	2		0	323	0	0	323	503
Total	0	0	0	0		2	724	2	12	740	1	0	2	3		0	1293	2	1	1296	2039
06:00 PM	0	0	0	0		0	180	0	0	180	0	0	2	2		0	323	0	0	323	505
06:15 PM	0	0	0	0		0	184	0	1	185	0	0	1	1		0	311	0	0	311	497
06:30 PM	0	0	0	0		0	152	0	2	154	0	0	2	2		0	310	0	0	310	466
06:45 PM	0	0	0	0		0	163	0	0	163	0	0	2	2		0	275	0	0	275	440
Total	0	0	0	0		0	679	0	3	682	0	0	7	7		0	1219	0	0	1219	1908
Grand Total	0	0	0	0		2	1403	2	15	1422	1	0	9	10		0	2512	2	1	2515	3947
Apprch %	0	0	0			0.1	98.7	0.1	1.1		10	0	90			0	99.9	0.1	0		
Total %	0	0	0			0.1	35.5	0.1	0.4	36	0	0	0.2	0.3		0	63.6	0.1	0	63.7	

	Southbound					Huntington Drive Westbound					Monrovia Post Acute East Driveway Northbound					Huntington Drive Eastbound					
Start Time	Left	Thru	Right	App. Total			Right	Uturn	App. Total			Right	App. Total			Right	Uturn	App. Total	Int. Total		
Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	0	0	0	0	1	188	0	6	195	0	0	0	0	0	333	1	1	335	530		
05:30 PM	0	0	0	0	0	177	0	2	179	0	0	1	1	0	324	1	0	325	505		
05:45 PM	0	0	0	0	0	176	0	2	178	1	0	1	2	0	323	0	0	323	503		
06:00 PM	0	0	0	0	0	180	0	0	180	0	0	2	2	0	323	0	0	323	505		
Total Volume	0	0	0	0	1	721	0	10	732	1	0	4	5	0	1303	2	1	1306	2043		
% App. Total																					
PHF	.000	.000	.000	.000	.250	.959	.000	.417	.938	.250	.000	.500	.625	.000	.978	.500	.250	.975	.964		

City of Duarte
N/S: Monrovia Post Acute East Driveway
E/W: Huntington Drive
Weather: Clear

File Name : 04_Monrovia PA East Dwy_Huntington_PM
Site Code : 10519562
Start Date : 8/27/2019
Page No : 2



Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:45 PM				05:15 PM					
+0 mins.	0	0	0	0	1	183	2	2	188	1	0	1	2	0	333	1	1	335
+15 mins.	0	0	0	0	1	188	0	6	195	0	0	2	2	0	324	1	0	325
+30 mins.	0	0	0	0	0	177	0	2	179	0	0	1	1	0	323	0	0	323
+45 mins.	0	0	0	0	0	176	0	2	178	0	0	2	2	0	323	0	0	323
Total Volume	0	0	0	0	2	724	2	12	740	1	0	6	7	0	1303	2	1	1306
% App. Total																		
PHF	.000	.000	.000	.000	.500	.963	.250	.500	.949	.250	.000	.750	.875	.000	.978	.500	.250	.975

City of Duarte
N/S: Buena Vista Street
E/W: Huntington Drive
Weather: Clear

File Name : 05_Buena Vista_Huntington_AM
Site Code : 10519562
Start Date : 8/27/2019
Page No : 1

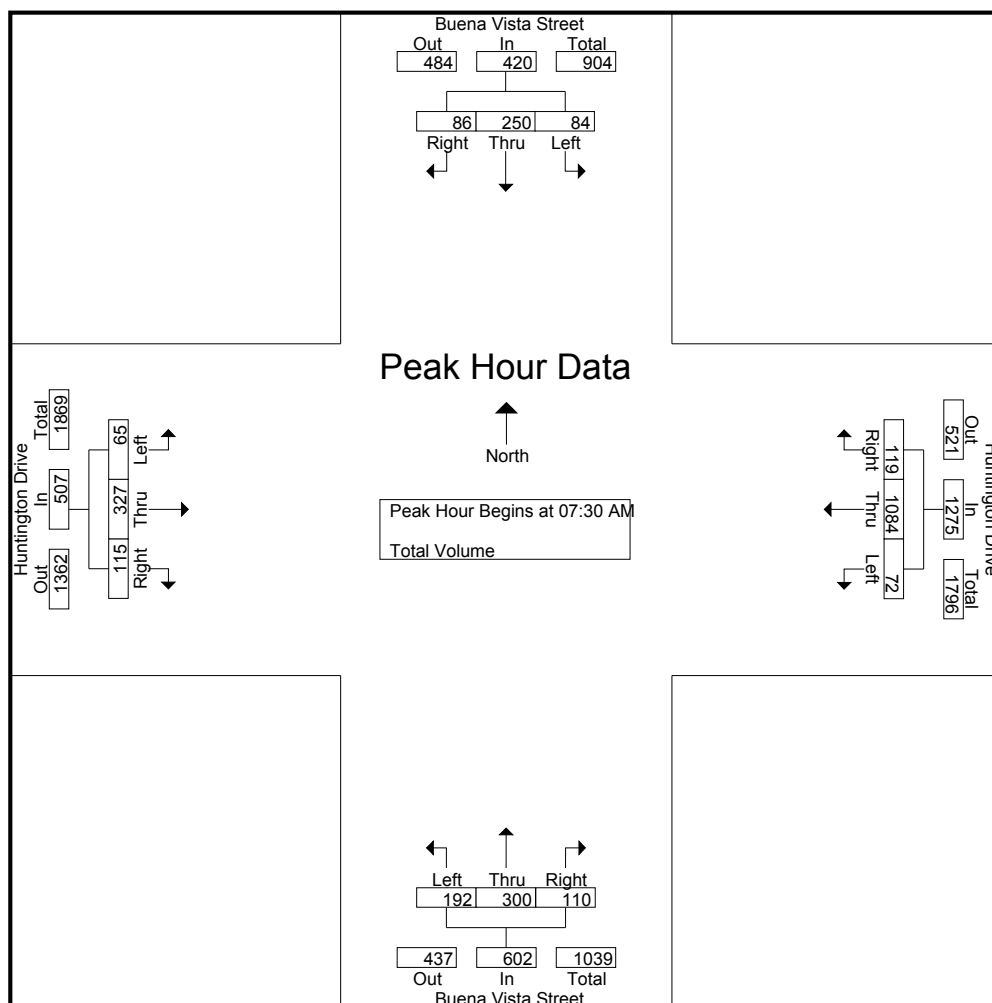
Groups Printed- Total Volume

	Buena Vista Street Southbound				Huntington Drive Westbound				Buena Vista Street Northbound				Huntington Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	40	14	60	9	289	39	337	37	54	13	104	14	39	25	78	579
07:15 AM	12	41	29	82	10	347	44	401	48	51	12	111	4	57	23	84	678
07:30 AM	22	74	25	121	12	288	31	331	50	73	10	133	13	47	27	87	672
07:45 AM	19	70	22	111	23	287	36	346	45	67	27	139	10	81	29	120	716
Total	59	225	90	374	54	1211	150	1415	180	245	62	487	41	224	104	369	2645
08:00 AM	23	56	25	104	19	253	30	302	47	87	40	174	23	98	25	146	726
08:15 AM	20	50	14	84	18	256	22	296	50	73	33	156	19	101	34	154	690
08:30 AM	20	56	18	94	22	233	23	278	39	75	12	126	19	81	33	133	631
08:45 AM	24	46	21	91	13	260	31	304	44	59	16	119	25	93	25	143	657
Total	87	208	78	373	72	1002	106	1180	180	294	101	575	86	373	117	576	2704
Grand Total	146	433	168	747	126	2213	256	2595	360	539	163	1062	127	597	221	945	5349
Apprch %	19.5	58	22.5		4.9	85.3	9.9		33.9	50.8	15.3		13.4	63.2	23.4		
Total %	2.7	8.1	3.1	14	2.4	41.4	4.8	48.5	6.7	10.1	3	19.9	2.4	11.2	4.1	17.7	

	Buena Vista Street Southbound				Huntington Drive Westbound				Buena Vista Street Northbound				Huntington Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	22	74	25	121	12	288	31	331	50	73	10	133	13	47	27	87	672
07:45 AM	19	70	22	111	23	287	36	346	45	67	27	139	10	81	29	120	716
08:00 AM	23	56	25	104	19	253	30	302	47	87	40	174	23	98	25	146	726
08:15 AM	20	50	14	84	18	256	22	296	50	73	33	156	19	101	34	154	690
Total Volume	84	250	86	420	72	1084	119	1275	192	300	110	602	65	327	115	507	2804
% App. Total	20	59.5	20.5		5.6	85	9.3		31.9	49.8	18.3		12.8	64.5	22.7		
PHF	.913	.845	.860	.868	.783	.941	.826	.921	.960	.862	.688	.865	.707	.809	.846	.823	.966

City of Duarte
N/S: Buena Vista Street
E/W: Huntington Drive
Weather: Clear

File Name : 05_Buena Vista_Huntington_AM
Site Code : 10519562
Start Date : 8/27/2019
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:30 AM				08:00 AM			
+0 mins.	22	74	25	121	9	289	39	337	50	73	10	133	23	98	25	146
+15 mins.	19	70	22	111	10	347	44	401	45	67	27	139	19	101	34	154
+30 mins.	23	56	25	104	12	288	31	331	47	87	40	174	19	81	33	133
+45 mins.	20	50	14	84	23	287	36	346	50	73	33	156	25	93	25	143
Total Volume	84	250	86	420	54	1211	150	1415	192	300	110	602	86	373	117	576
% App. Total	20	59.5	20.5		3.8	85.6	10.6		31.9	49.8	18.3		14.9	64.8	20.3	
PHF	.913	.845	.860	.868	.587	.872	.852	.882	.960	.862	.688	.865	.860	.923	.860	.935

City of Duarte
N/S: Buena Vista Street
E/W: Huntington Drive
Weather: Clear

File Name : 05_Buena Vista_Huntington_MD
Site Code : 10519562
Start Date : 8/27/2019
Page No : 1

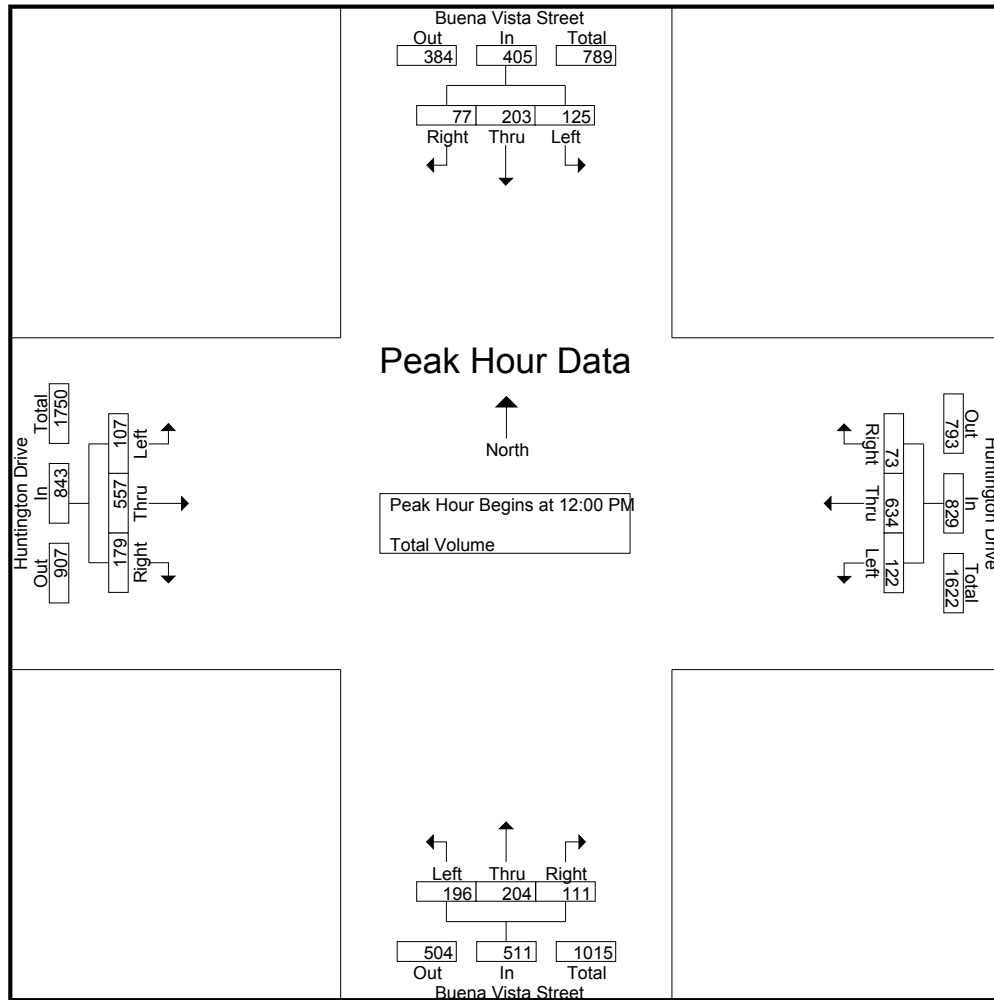
Groups Printed- Total Volume

	Buena Vista Street Southbound				Huntington Drive Westbound				Buena Vista Street Northbound				Huntington Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	27	46	15	88	32	154	22	208	51	43	23	117	16	104	27	147	560
11:15 AM	34	48	19	101	19	158	17	194	41	55	25	121	20	128	27	175	591
11:30 AM	30	44	8	82	26	177	14	217	47	40	34	121	17	148	33	198	618
11:45 AM	23	47	19	89	22	151	21	194	47	68	31	146	23	127	46	196	625
Total	114	185	61	360	99	640	74	813	186	206	113	505	76	507	133	716	2394
12:00 PM	30	53	21	104	22	189	16	227	53	51	25	129	22	134	41	197	657
12:15 PM	27	55	22	104	31	149	16	196	47	52	31	130	28	137	53	218	648
12:30 PM	34	48	19	101	31	167	17	215	52	48	20	120	32	132	42	206	642
12:45 PM	34	47	15	96	38	129	24	191	44	53	35	132	25	154	43	222	641
Total	125	203	77	405	122	634	73	829	196	204	111	511	107	557	179	843	2588
Grand Total	239	388	138	765	221	1274	147	1642	382	410	224	1016	183	1064	312	1559	4982
Apprch %	31.2	50.7	18		13.5	77.6	9		37.6	40.4	22		11.7	68.2	20		
Total %	4.8	7.8	2.8	15.4	4.4	25.6	3	33	7.7	8.2	4.5	20.4	3.7	21.4	6.3	31.3	

	Buena Vista Street Southbound				Huntington Drive Westbound				Buena Vista Street Northbound				Huntington Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	30	53	21	104	22	189	16	227	53	51	25	129	22	134	41	197	657
12:15 PM	27	55	22	104	31	149	16	196	47	52	31	130	28	137	53	218	648
12:30 PM	34	48	19	101	31	167	17	215	52	48	20	120	32	132	42	206	642
12:45 PM	34	47	15	96	38	129	24	191	44	53	35	132	25	154	43	222	641
Total Volume	125	203	77	405	122	634	73	829	196	204	111	511	107	557	179	843	2588
% App. Total	30.9	50.1	19		14.7	76.5	8.8		38.4	39.9	21.7		12.7	66.1	21.2		
PHF	.919	.923	.875	.974	.803	.839	.760	.913	.925	.962	.793	.968	.836	.904	.844	.949	.985

City of Duarte
N/S: Buena Vista Street
E/W: Huntington Drive
Weather: Clear

File Name : 05_Buena Vista_Huntington_MD
Site Code : 10519562
Start Date : 8/27/2019
Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM				11:30 AM				11:30 AM				12:00 PM			
+0 mins.	30	53	21	104	26	177	14	217	47	40	34	121	22	134	41	197
+15 mins.	27	55	22	104	22	151	21	194	47	68	31	146	28	137	53	218
+30 mins.	34	48	19	101	22	189	16	227	53	51	25	129	32	132	42	206
+45 mins.	34	47	15	96	31	149	16	196	47	52	31	130	25	154	43	222
Total Volume	125	203	77	405	101	666	67	834	194	211	121	526	107	557	179	843
% App. Total	30.9	50.1	19		12.1	79.9	8		36.9	40.1	23		12.7	66.1	21.2	
PHF	.919	.923	.875	.974	.815	.881	.798	.919	.915	.776	.890	.901	.836	.904	.844	.949

City of Duarte
N/S: Buena Vista Street
E/W: Huntington Drive
Weather: Clear

File Name : 05_Buena Vista_Huntington_PM
Site Code : 10519562
Start Date : 8/27/2019
Page No : 1

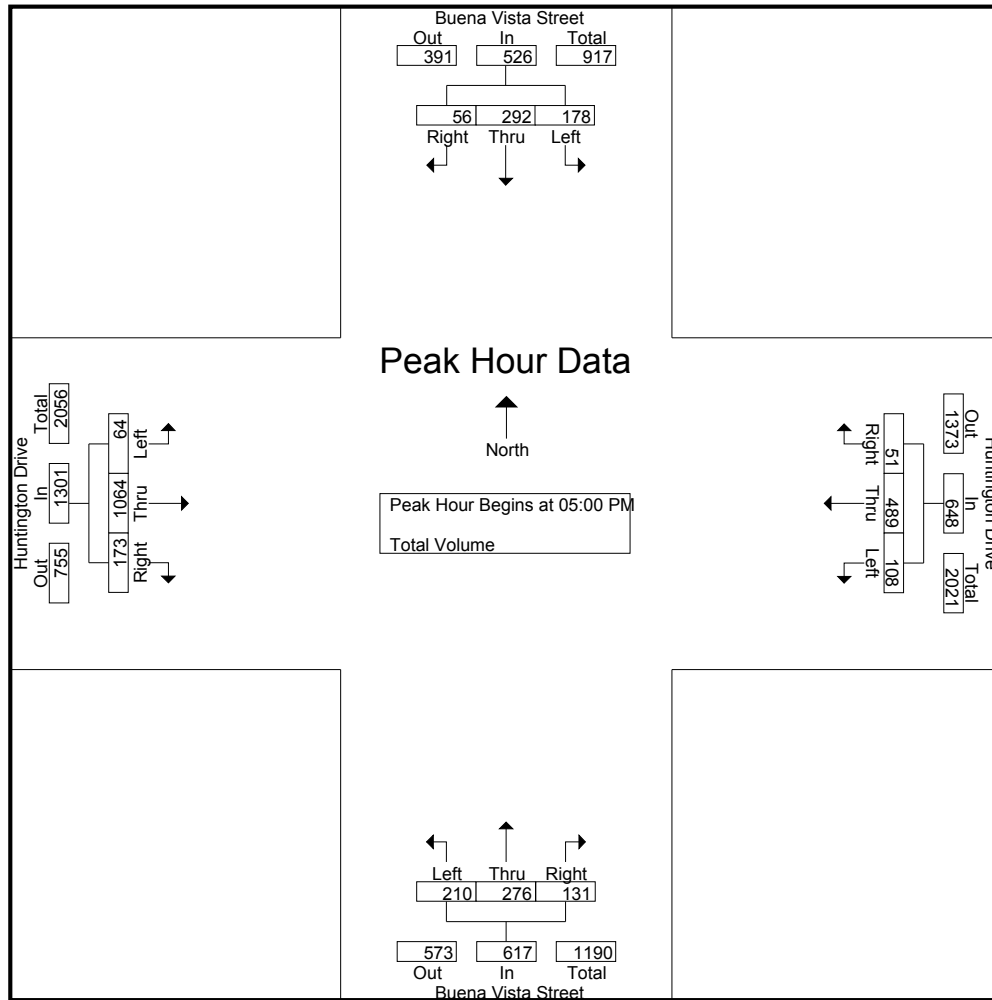
Groups Printed- Total Volume

	Buena Vista Street Southbound				Huntington Drive Westbound				Buena Vista Street Northbound				Huntington Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
05:00 PM	46	69	13	128	28	128	11	167	66	82	53	201	14	250	45	309	805
05:15 PM	46	83	17	146	24	123	16	163	52	66	28	146	14	285	56	355	810
05:30 PM	40	76	15	131	22	125	12	159	50	70	30	150	15	255	30	300	740
05:45 PM	46	64	11	121	34	113	12	159	42	58	20	120	21	274	42	337	737
Total	178	292	56	526	108	489	51	648	210	276	131	617	64	1064	173	1301	3092
06:00 PM	37	61	20	118	26	119	12	157	43	47	27	117	13	256	41	310	702
06:15 PM	32	46	19	97	19	124	10	153	44	49	13	106	22	250	29	301	657
06:30 PM	32	41	16	89	17	100	6	123	43	57	27	127	18	265	31	314	653
06:45 PM	20	31	14	65	20	120	12	152	29	60	34	123	24	228	28	280	620
Total	121	179	69	369	82	463	40	585	159	213	101	473	77	999	129	1205	2632
Grand Total	299	471	125	895	190	952	91	1233	369	489	232	1090	141	2063	302	2506	5724
Apprch %	33.4	52.6	14		15.4	77.2	7.4		33.9	44.9	21.3		5.6	82.3	12.1		
Total %	5.2	8.2	2.2	15.6	3.3	16.6	1.6	21.5	6.4	8.5	4.1	19	2.5	36	5.3	43.8	

	Buena Vista Street Southbound				Huntington Drive Westbound				Buena Vista Street Northbound				Huntington Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	46	69	13	128	28	128	11	167	66	82	53	201	14	250	45	309	805
05:15 PM	46	83	17	146	24	123	16	163	52	66	28	146	14	285	56	355	810
05:30 PM	40	76	15	131	22	125	12	159	50	70	30	150	15	255	30	300	740
05:45 PM	46	64	11	121	34	113	12	159	42	58	20	120	21	274	42	337	737
Total Volume	178	292	56	526	108	489	51	648	210	276	131	617	64	1064	173	1301	3092
% App. Total	33.8	55.5	10.6		16.7	75.5	7.9		34	44.7	21.2		4.9	81.8	13.3		
PHF	.967	.880	.824	.901	.794	.955	.797	.970	.795	.841	.618	.767	.762	.933	.772	.916	.954

City of Duarte
N/S: Buena Vista Street
E/W: Huntington Drive
Weather: Clear

File Name : 05_Buena Vista_Huntington_PM
Site Code : 10519562
Start Date : 8/27/2019
Page No : 2



Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:15 PM			
+0 mins.	46	69	13	128	28	128	11	167	66	82	53	201	14	285	56	355
+15 mins.	46	83	17	146	24	123	16	163	52	66	28	146	15	255	30	300
+30 mins.	40	76	15	131	22	125	12	159	50	70	30	150	21	274	42	337
+45 mins.	46	64	11	121	34	113	12	159	42	58	20	120	13	256	41	310
Total Volume	178	292	56	526	108	489	51	648	210	276	131	617	63	1070	169	1302
% App. Total	33.8	55.5	10.6		16.7	75.5	7.9		34	44.7	21.2		4.8	82.2	13	
PHF	.967	.880	.824	.901	.794	.955	.797	.970	.795	.841	.618	.767	.750	.939	.754	.917

Counts Unlimited, Inc.

City of Duarte
Huntington Drive
B/ Bradbury Avenue - Buena Vista Street
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

DTE001
Site Code: 105-19562

Start Time	27-Aug-19 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		23	215			18	271				
12:15		11	220			5	218				
12:30		16	236			7	231				
12:45		12	230	62	901	7	214	37	934	99	1835
01:00		10	288			5	219				
01:15		6	262			4	175				
01:30		7	294			9	179				
01:45		7	247	30	1091	6	155	24	728	54	1819
02:00		6	230			4	166				
02:15		4	230			4	146				
02:30		3	250			3	175				
02:45		3	213	16	923	2	191	13	678	29	1601
03:00		7	271			6	196				
03:15		8	287			2	176				
03:30		6	283			7	169				
03:45		7	294	28	1135	9	169	24	710	52	1845
04:00		7	317			5	185				
04:15		5	316			21	174				
04:30		12	350			15	170				
04:45		12	311	36	1294	20	204	61	733	97	2027
05:00		20	338			26	190				
05:15		14	343			36	183				
05:30		19	326			61	179				
05:45		37	326	90	1333	119	166	242	718	332	2051
06:00		33	315			194	184				
06:15		37	292			315	180				
06:30		43	330			372	154				
06:45		56	256	169	1193	383	164	1264	682	1433	1875
07:00		82	267			334	183				
07:15		79	253			409	164				
07:30		92	217			369	148				
07:45		113	188	366	925	330	164	1442	659	1808	1584
08:00		147	167			303	126				
08:15		132	151			304	115				
08:30		146	118			289	80				
08:45		130	112	555	548	301	102	1197	423	1752	971
09:00		102	133			236	79				
09:15		113	108			222	73				
09:30		122	103			222	57				
09:45		110	109	447	453	219	60	899	269	1346	722
10:00		141	56			186	41				
10:15		149	61			211	39				
10:30		142	49			221	35				
10:45		150	28	582	194	191	30	809	145	1391	339
11:00		147	27			205	23				
11:15		174	31			207	22				
11:30		209	30			222	27				
11:45		190	35	720	123	228	12	862	84	1582	207
Total		3101	10113	3101	10113	6874	6763	6874	6763	9975	16876
Combined Total		13214		13214		13637		13637		26851	
AM Peak	-	11:00	-	-	-	06:30	-	-	-	-	-
Vol.	-	720	-	-	-	1498	-	-	-	-	-
P.H.F.		0.861				0.916					
PM Peak	-	-	04:30	-	-	-	12:00	-	-	-	-
Vol.	-	-	1342	-	-	-	934	-	-	-	-
P.H.F.			0.959				0.862				
Percentage		23.5%	76.5%			50.4%	49.6%				
ADT/AADT		ADT 26,851		AADT 26,851							

Counts Unlimited, Inc.

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City of Duarte
Monrovia Post Alleyway
S/ Huntington Drive
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

DTE002
Site Code: 105-19562

Start Time	27-Aug-19 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	0			0	1				
12:15		0	0			0	2				
12:30		0	0			0	1				
12:45		0	0	0	0	0	1	0	5	0	5
01:00		0	1			0	2				
01:15		0	2			1	5				
01:30		0	3			0	1				
01:45		1	6	1	12	0	3	1	11	2	23
02:00		0	0			0	1				
02:15		0	3			0	2				
02:30		0	0			0	3				
02:45		1	1	1	4	0	2	0	8	1	12
03:00		1	2			0	1				
03:15		0	3			0	2				
03:30		0	0			0	2				
03:45		0	0	1	5	0	1	0	6	1	11
04:00		0	2			0	2				
04:15		0	0			0	0				
04:30		0	0			0	1				
04:45		0	0	0	2	0	1	0	4	0	6
05:00		0	0			0	2				
05:15		0	0			0	2				
05:30		1	0			0	0				
05:45		0	0	1	0	0	0	0	4	1	4
06:00		0	1			0	0				
06:15		0	0			0	1				
06:30		2	2			1	2				
06:45		0	0	2	3	0	0	1	3	3	6
07:00		1	1			3	2				
07:15		2	1			0	2				
07:30		1	2			1	0				
07:45		0	1	4	5	0	4	4	8	8	13
08:00		0	0			0	1				
08:15		0	1			3	2				
08:30		0	1			2	0				
08:45		0	2	0	4	1	2	6	5	6	9
09:00		0	0			2	0				
09:15		1	0			0	0				
09:30		0	0			2	0				
09:45		1	1	2	1	1	0	5	0	7	1
10:00		1	0			2	0				
10:15		0	2			0	1				
10:30		1	1			2	3				
10:45		3	0	5	3	1	0	5	4	10	7
11:00		9	0			5	0				
11:15		0	1			1	1				
11:30		0	1			0	1				
11:45		0	0	9	2	0	1	6	3	15	5
Total		26	41	26	41	28	61	28	61	54	102
Combined Total		67		67		89		89		156	
AM Peak	-	10:15	-	-	-	10:30	-	-	-	-	-
Vol.	-	13	-	-	-	9	-	-	-	-	-
P.H.F.		0.361				0.450					
PM Peak	-	-	01:00	-	-	-	01:00	-	-	-	-
Vol.	-	-	12	-	-	-	11	-	-	-	-
P.H.F.			0.500				0.550				
Percentage		38.8%	61.2%			31.5%	68.5%				
ADT/AADT		ADT 156		AADT 156							

Left Turn Queue Count

LOCATION: El Pollo Loco Dwy - WBL at Dwy
CITY: Duarte

DAY: Tuesday
DATE: 8/27/2019

TIME	WBL Turn Queue
7:00	0
7:01	0
7:02	0
7:03	0
7:04	0
7:05	0
7:06	0
7:07	0
7:08	0
7:09	0
7:10	0
7:11	0
7:12	0
7:13	0
7:14	0
7:15	0
7:16	0
7:17	0
7:18	0
7:19	0
7:20	0
7:21	0
7:22	0
7:23	0
7:24	0
7:25	0
7:26	0
7:27	0
7:28	0
7:29	0
7:30	0
7:31	0
7:32	0
7:33	0
7:34	0
7:35	0
7:36	0

TIME	WBL Turn Queue
11:00	0
11:01	0
11:02	0
11:03	0
11:04	0
11:05	0
11:06	0
11:07	1
11:08	0
11:09	0
11:10	0
11:11	0
11:12	0
11:13	0
11:14	0
11:15	0
11:16	0
11:17	1
11:18	0
11:19	0
11:20	0
11:21	0
11:22	0
11:23	1
11:24	0
11:25	0
11:26	0
11:27	0
11:28	0
11:29	0
11:30	0
11:31	0
11:32	0
11:33	0
11:34	0
11:35	1
11:36	0

TIME	WBL Turn Queue
17:00	0
17:01	0
17:02	0
17:03	0
17:04	0
17:05	0
17:06	1
17:07	0
17:08	0
17:09	0
17:10	0
17:11	0
17:12	0
17:13	0
17:14	0
17:15	0
17:16	0
17:17	0
17:18	1
17:19	0
17:20	0
17:21	0
17:22	0
17:23	0
17:24	0
17:25	2
17:26	0
17:27	0
17:28	0
17:29	1
17:30	1
17:31	1
17:32	0
17:33	1
17:34	0
17:35	0
17:36	0

Left Turn Queue Count

LOCATION: El Pollo Loco Dwy - WBL at Dwy
CITY: Duarte

DAY: Tuesday
DATE: 8/27/2019

TIME	WBL Turn Queue
7:37	0
7:38	0
7:39	0
7:40	0
7:41	0
7:42	0
7:43	0
7:44	0
7:45	0
7:46	0
7:47	0
7:48	0
7:49	0
7:50	0
7:51	0
7:52	0
7:53	0
7:54	0
7:55	0
7:56	0
7:57	0
7:58	0
7:59	0
8:00	0
8:01	0
8:02	0
8:03	0
8:04	0
8:05	0
8:06	0
8:07	0
8:08	0
8:09	0
8:10	0
8:11	0
8:12	0
8:13	0

TIME	WBL Turn Queue
11:37	0
11:38	0
11:39	0
11:40	0
11:41	1
11:42	0
11:43	0
11:44	0
11:45	0
11:46	0
11:47	0
11:48	0
11:49	0
11:50	0
11:51	0
11:52	0
11:53	0
11:54	0
11:55	0
11:56	0
11:57	0
11:58	0
11:59	1
12:00	0
12:01	0
12:02	0
12:03	1
12:04	0
12:05	1
12:06	1
12:07	0
12:08	0
12:09	0
12:10	0
12:11	0
12:12	0
12:13	0

TIME	WBL Turn Queue
17:37	0
17:38	0
17:39	0
17:40	0
17:41	0
17:42	0
17:43	1
17:44	0
17:45	0
17:46	0
17:47	1
17:48	0
17:49	0
17:50	0
17:51	0
17:52	0
17:53	0
17:54	0
17:55	0
17:56	0
17:57	0
17:58	0
17:59	0
18:00	0
18:01	0
18:02	2
18:03	0
18:04	0
18:05	0
18:06	0
18:07	0
18:08	0
18:09	0
18:10	0
18:11	0
18:12	0
18:13	0

Left Turn Queue Count

LOCATION: El Pollo Loco Dwy - WBL at Dwy
CITY: Duarte

DAY: Tuesday
DATE: 8/27/2019

TIME	WBL Turn Queue
8:14	0
8:15	0
8:16	0
8:17	0
8:18	0
8:19	0
8:20	0
8:21	0
8:22	0
8:23	0
8:24	0
8:25	0
8:26	0
8:27	0
8:28	0
8:29	0
8:30	0
8:31	0
8:32	0
8:33	0
8:34	0
8:35	0
8:36	0
8:37	0
8:38	0
8:39	0
8:40	0
8:41	0
8:42	0
8:43	0
8:44	0
8:45	0
8:46	0
8:47	0
8:48	0
8:49	0
8:50	0

TIME	WBL Turn Queue
12:14	0
12:15	1
12:16	1
12:17	0
12:18	0
12:19	0
12:20	0
12:21	1
12:22	0
12:23	0
12:24	0
12:25	0
12:26	0
12:27	1
12:28	0
12:29	1
12:30	0
12:31	0
12:32	0
12:33	0
12:34	0
12:35	0
12:36	0
12:37	0
12:38	1
12:39	0
12:40	0
12:41	0
12:42	0
12:43	0
12:44	0
12:45	0
12:46	0
12:47	1
12:48	0
12:49	0
12:50	0

TIME	WBL Turn Queue
18:14	0
18:15	0
18:16	1
18:17	1
18:18	0
18:19	0
18:20	0
18:21	0
18:22	0
18:23	0
18:24	1
18:25	1
18:26	0
18:27	0
18:28	1
18:29	0
18:30	0
18:31	0
18:32	1
18:33	0
18:34	0
18:35	0
18:36	0
18:37	0
18:38	0
18:39	0
18:40	0
18:41	0
18:42	0
18:43	0
18:44	1
18:45	0
18:46	0
18:47	0
18:48	0
18:49	0
18:50	0

Left Turn Queue Count

LOCATION: El Pollo Loco Dwy - WBL at Dwy
CITY: Duarte

DAY: Tuesday
DATE: 8/27/2019

TIME	WBL Turn Queue
8:51	0
8:52	0
8:53	0
8:54	0
8:55	0
8:56	0
8:57	0
8:58	0
8:59	0
9:00	1

TIME	WBL Turn Queue
12:51	0
12:52	0
12:53	0
12:54	0
12:55	0
12:56	0
12:57	1
12:58	0
12:59	1
13:00	0

TIME	WBL Turn Queue
18:51	0
18:52	0
18:53	0
18:54	0
18:55	0
18:56	0
18:57	0
18:58	0
18:59	0
19:00	0

Left Turn Queue Count

LOCATION: Monrovia Post Acute - WBL at Dwy
CITY: Duarte

DAY: Tuesday
DATE: 8/27/2019

TIME	WBL Turn Queue
7:00	0
7:01	0
7:02	0
7:03	0
7:04	0
7:05	0
7:06	0
7:07	0
7:08	0
7:09	0
7:10	0
7:11	0
7:12	0
7:13	1
7:14	0
7:15	0
7:16	0
7:17	0
7:18	0
7:19	0
7:20	0
7:21	0
7:22	0
7:23	0
7:24	1
7:25	0
7:26	0
7:27	0
7:28	0
7:29	0
7:30	0
7:31	0
7:32	0
7:33	0
7:34	0
7:35	0
7:36	0

TIME	WBL Turn Queue
11:00	0
11:01	0
11:02	0
11:03	0
11:04	0
11:05	0
11:06	0
11:07	0
11:08	0
11:09	0
11:10	0
11:11	0
11:12	0
11:13	0
11:14	1
11:15	0
11:16	0
11:17	1
11:18	0
11:19	1
11:20	0
11:21	0
11:22	0
11:23	0
11:24	0
11:25	0
11:26	0
11:27	0
11:28	1
11:29	0
11:30	0
11:31	0
11:32	0
11:33	0
11:34	0
11:35	0
11:36	1

TIME	WBL Turn Queue
17:00	0
17:01	0
17:02	0
17:03	0
17:04	0
17:05	0
17:06	0
17:07	0
17:08	0
17:09	0
17:10	1
17:11	0
17:12	1
17:13	1
17:14	0
17:15	0
17:16	2
17:17	0
17:18	0
17:19	0
17:20	0
17:21	0
17:22	0
17:23	0
17:24	2
17:25	1
17:26	1
17:27	0
17:28	0
17:29	0
17:30	0
17:31	0
17:32	0
17:33	0
17:34	0
17:35	0
17:36	0

Left Turn Queue Count

LOCATION: Monrovia Post Acute - WBL at Dwy
CITY: Duarte

DAY: Tuesday
DATE: 8/27/2019

TIME	WBL Turn Queue
7:37	0
7:38	0
7:39	0
7:40	0
7:41	0
7:42	0
7:43	0
7:44	0
7:45	1
7:46	0
7:47	0
7:48	0
7:49	0
7:50	0
7:51	0
7:52	0
7:53	0
7:54	0
7:55	0
7:56	0
7:57	0
7:58	0
7:59	0
8:00	1
8:01	0
8:02	0
8:03	0
8:04	0
8:05	0
8:06	0
8:07	1
8:08	0
8:09	0
8:10	0
8:11	0
8:12	0
8:13	0

TIME	WBL Turn Queue
11:37	0
11:38	0
11:39	0
11:40	1
11:41	0
11:42	0
11:43	0
11:44	0
11:45	0
11:46	0
11:47	0
11:48	0
11:49	0
11:50	0
11:51	0
11:52	0
11:53	0
11:54	0
11:55	0
11:56	0
11:57	0
11:58	0
11:59	1
12:00	0
12:01	0
12:02	0
12:03	0
12:04	1
12:05	0
12:06	0
12:07	0
12:08	0
12:09	0
12:10	0
12:11	0
12:12	0
12:13	0

TIME	WBL Turn Queue
17:37	0
17:38	0
17:39	0
17:40	0
17:41	0
17:42	0
17:43	1
17:44	0
17:45	0
17:46	0
17:47	0
17:48	0
17:49	0
17:50	0
17:51	0
17:52	1
17:53	0
17:54	0
17:55	0
17:56	0
17:57	0
17:58	0
17:59	0
18:00	0
18:01	0
18:02	0
18:03	0
18:04	0
18:05	0
18:06	0
18:07	0
18:08	0
18:09	0
18:10	0
18:11	0
18:12	0
18:13	0

Left Turn Queue Count

LOCATION: Monrovia Post Acute - WBL at Dwy
CITY: Duarte

DAY: Tuesday
DATE: 8/27/2019

TIME	WBL Turn Queue
8:14	0
8:15	0
8:16	0
8:17	0
8:18	0
8:19	0
8:20	0
8:21	1
8:22	0
8:23	0
8:24	0
8:25	0
8:26	0
8:27	0
8:28	0
8:29	0
8:30	0
8:31	0
8:32	0
8:33	0
8:34	0
8:35	0
8:36	0
8:37	0
8:38	0
8:39	0
8:40	0
8:41	0
8:42	0
8:43	0
8:44	0
8:45	0
8:46	0
8:47	0
8:48	0
8:49	0
8:50	0

TIME	WBL Turn Queue
12:14	0
12:15	1
12:16	0
12:17	0
12:18	0
12:19	0
12:20	0
12:21	0
12:22	0
12:23	0
12:24	0
12:25	0
12:26	0
12:27	0
12:28	0
12:29	1
12:30	0
12:31	0
12:32	0
12:33	0
12:34	1
12:35	0
12:36	0
12:37	0
12:38	0
12:39	1
12:40	0
12:41	0
12:42	0
12:43	0
12:44	0
12:45	0
12:46	0
12:47	0
12:48	0
12:49	0
12:50	0

TIME	WBL Turn Queue
18:14	0
18:15	0
18:16	0
18:17	0
18:18	0
18:19	0
18:20	0
18:21	0
18:22	0
18:23	0
18:24	0
18:25	0
18:26	0
18:27	0
18:28	1
18:29	0
18:30	0
18:31	0
18:32	0
18:33	0
18:34	0
18:35	0
18:36	0
18:37	0
18:38	0
18:39	0
18:40	1
18:41	0
18:42	0
18:43	0
18:44	0
18:45	0
18:46	0
18:47	0
18:48	0
18:49	0
18:50	0

Left Turn Queue Count

LOCATION: Monrovia Post Acute - WBL at Dwy
CITY: Duarte

DAY: Tuesday
DATE: 8/27/2019

TIME	WBL Turn Queue
8:51	0
8:52	0
8:53	0
8:54	0
8:55	0
8:56	0
8:57	0
8:58	0
8:59	0
9:00	0

TIME	WBL Turn Queue
12:51	0
12:52	0
12:53	0
12:54	0
12:55	3
12:56	1
12:57	1
12:58	0
12:59	1
13:00	1

TIME	WBL Turn Queue
18:51	0
18:52	0
18:53	0
18:54	0
18:55	0
18:56	0
18:57	0
18:58	0
18:59	0
19:00	0

Appendix B

HCM Intersection Analysis Worksheets
Existing Conditions

HCM 6th TWSC
1: Duarte Center Dwy & Huntington Dr

09/17/2019

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	443	2	5	1433	5	0	0	7	1	0	45
Future Vol, veh/h	48	443	2	5	1433	5	0	0	7	1	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	80	-	-	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	466	2	5	1508	5	0	0	7	1	0	47
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1513	0	0	468	0	0	1333	2092	234	1856	2091	757
Stage 1	-	-	-	-	-	-	569	569	-	1521	1521	-
Stage 2	-	-	-	-	-	-	764	1523	-	335	570	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	438	-	-	1090	-	-	112	52	768	45	52	350
Stage 1	-	-	-	-	-	-	474	504	-	124	179	-
Stage 2	-	-	-	-	-	-	362	179	-	653	504	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	438	-	-	1090	-	-	88	46	768	40	46	350
Mov Cap-2 Maneuver	-	-	-	-	-	-	88	46	-	40	46	-
Stage 1	-	-	-	-	-	-	419	446	-	110	178	-
Stage 2	-	-	-	-	-	-	312	178	-	571	446	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			0			9.7			19.3		
HCM LOS							A			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	768	438	-	-	1090	-	-	300				
HCM Lane V/C Ratio	0.01	0.115	-	-	0.005	-	-	0.161				
HCM Control Delay (s)	9.7	14.3	-	-	8.3	-	-	19.3				
HCM Lane LOS	A	B	-	-	A	-	-	C				
HCM 95th %tile Q(veh)	0	0.4	-	-	0	-	-	0.6				

HCM 6th TWSC
2: Alley & Huntington Dr

09/17/2019

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	443	0	0	1462	0	0
Future Vol, veh/h	443	0	0	1462	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	482	0	0	1589	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 241
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.32
Pot Cap-1 Maneuver	-	-	0 - 0 760
Stage 1	-	-	0 - 0 -
Stage 2	-	-	0 - 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 760
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

HCM 6th TWSC
3: Existing Dwy & Huntington Dr

09/17/2019

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	444	0	9	1460	1	5
Future Vol, veh/h	444	0	9	1460	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	467	0	9	1537	1	5

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	467
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	1091
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1091
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	474	-	-	1091	-
HCM Lane V/C Ratio	0.013	-	-	0.009	-
HCM Control Delay (s)	12.7	-	-	8.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th Signalized Intersection Summary

4: Buena Vista St & Huntington Dr

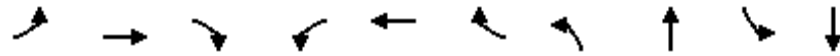
09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	327	115	72	1084	119	192	300	110	84	250	86
Future Volume (veh/h)	65	327	115	72	1084	119	192	300	110	84	250	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	337	119	74	1118	123	198	309	113	87	258	89
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	86	1281	571	96	1300	580	237	781	280	112	613	206
Arrive On Green	0.05	0.36	0.36	0.05	0.37	0.37	0.13	0.30	0.30	0.06	0.23	0.23
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	2563	919	1781	2610	879
Grp Volume(v), veh/h	67	337	119	74	1118	123	198	212	210	87	174	173
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1705	1781	1777	1712
Q Serve(g_s), s	3.1	5.5	4.3	3.4	24.0	4.4	9.0	7.8	8.1	4.0	6.8	7.1
Cycle Q Clear(g_c), s	3.1	5.5	4.3	3.4	24.0	4.4	9.0	7.8	8.1	4.0	6.8	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.54	1.00		0.51
Lane Grp Cap(c), veh/h	86	1281	571	96	1300	580	237	542	520	112	417	402
V/C Ratio(X)	0.78	0.26	0.21	0.77	0.86	0.21	0.84	0.39	0.40	0.77	0.42	0.43
Avail Cap(c_a), veh/h	132	1281	571	201	1407	628	298	542	520	216	417	402
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	18.7	18.3	38.6	24.2	18.0	34.9	22.7	22.8	38.1	26.8	26.9
Incr Delay (d2), s/veh	14.8	0.1	0.2	12.4	5.3	0.2	15.2	2.1	2.3	10.7	3.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.2	1.5	1.8	10.5	1.6	4.8	3.5	3.5	2.0	3.2	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.6	18.8	18.4	51.0	29.5	18.2	50.2	24.8	25.1	48.8	29.8	30.2
LnGrp LOS	D	B	B	D	C	B	D	C	C	D	C	C
Approach Vol, veh/h	523			1315			620			434		
Approach Delay, s/veh	23.2			29.7			33.0			33.8		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.7	29.7	8.9	34.3	15.5	23.9	8.5	34.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.0	23.2	9.3	29.5	13.8	19.4	6.1	32.7				
Max Q Clear Time (g_c+I1), s	6.0	10.1	5.4	7.5	11.0	9.1	5.1	26.0				
Green Ext Time (p_c), s	0.1	2.1	0.0	2.6	0.1	1.4	0.0	4.2				
Intersection Summary												
HCM 6th Ctrl Delay	29.8											
HCM 6th LOS	C											

Queues

4: Buena Vista St & Huntington Dr

09/17/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	67	337	119	74	1118	123	198	422	87	347
v/c Ratio	0.53	0.28	0.19	0.44	0.87	0.19	0.75	0.39	0.48	0.42
Control Delay	57.1	22.3	4.7	46.8	34.7	4.4	54.7	23.7	47.4	27.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.1	22.3	4.7	46.8	34.7	4.4	54.7	23.7	47.4	27.2
Queue Length 50th (ft)	38	74	0	40	306	0	109	91	47	77
Queue Length 95th (ft)	#92	109	33	83	#425	33	#208	136	94	120
Internal Link Dist (ft)		282			217			379		314
Turn Bay Length (ft)			123	142		125	135		135	
Base Capacity (vph)	128	1261	645	196	1381	695	291	1095	211	825
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.27	0.18	0.38	0.81	0.18	0.68	0.39	0.41	0.42

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th TWSC
1: Duarte Center Dwy & Huntington Dr

09/17/2019

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	161	837	3	32	834	46	1	1	21	4	0	172
Future Vol, veh/h	161	837	3	32	834	46	1	1	21	4	0	172
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	80	-	-	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	173	900	3	34	897	49	1	1	23	4	0	185
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	946	0	0	903	0	0	1765	2262	452	1787	2239	473
Stage 1	-	-	-	-	-	-	1248	1248	-	990	990	-
Stage 2	-	-	-	-	-	-	517	1014	-	797	1249	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	721	-	-	749	-	-	53	40	555	51	42	538
Stage 1	-	-	-	-	-	-	183	243	-	264	323	-
Stage 2	-	-	-	-	-	-	509	314	-	346	243	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	721	-	-	749	-	-	27	29	555	38	30	538
Mov Cap-2 Maneuver	-	-	-	-	-	-	27	29	-	38	30	-
Stage 1	-	-	-	-	-	-	139	185	-	201	308	-
Stage 2	-	-	-	-	-	-	319	300	-	251	185	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.9			0.4			24.4			20.8		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	210	721	-	-	749	-	-	414				
HCM Lane V/C Ratio	0.118	0.24	-	-	0.046	-	-	0.457				
HCM Control Delay (s)	24.4	11.6	-	-	10	-	-	20.8				
HCM Lane LOS	C	B	-	-	B	-	-	C				
HCM 95th %tile O(veh)	0.4	0.9	-	-	0.1	-	-	2.3				

HCM 6th TWSC
2: Alley & Huntington Dr

09/17/2019

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	897	5	0	907	0	0
Future Vol, veh/h	897	5	0	907	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	944	5	0	955	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 475
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.32
Pot Cap-1 Maneuver	-	-	0 - 0 536
Stage 1	-	-	0 - 0
Stage 2	-	-	0 - 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 536
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

HCM 6th TWSC
3: Existing Dwy & Huntington Dr

09/17/2019

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↖	
Traffic Vol, veh/h	898	2	14	937	2	1
Future Vol, veh/h	898	2	14	937	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	955	2	15	997	2	1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	957
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	714
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	714
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	29
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	153	-	-	714	-
HCM Lane V/C Ratio	0.021	-	-	0.021	-
HCM Control Delay (s)	29	-	-	10.1	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

HCM 6th Signalized Intersection Summary

4: Buena Vista St & Huntington Dr

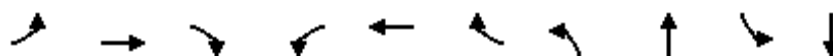
09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	557	179	122	634	73	196	204	111	125	203	77
Future Volume (veh/h)	107	557	179	122	634	73	196	204	111	125	203	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	108	563	181	123	640	74	198	206	112	126	205	78
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	139	786	351	157	823	367	243	746	389	161	724	267
Arrive On Green	0.08	0.22	0.22	0.09	0.23	0.23	0.14	0.33	0.33	0.09	0.28	0.28
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	2257	1178	1781	2542	937
Grp Volume(v), veh/h	108	563	181	123	640	74	198	160	158	126	141	142
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1658	1781	1777	1702
Q Serve(g_s), s	4.0	9.8	6.7	4.5	11.3	2.5	7.2	4.4	4.7	4.6	4.1	4.3
Cycle Q Clear(g_c), s	4.0	9.8	6.7	4.5	11.3	2.5	7.2	4.4	4.7	4.6	4.1	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.71	1.00		0.55
Lane Grp Cap(c), veh/h	139	786	351	157	823	367	243	587	548	161	506	484
V/C Ratio(X)	0.78	0.72	0.52	0.78	0.78	0.20	0.82	0.27	0.29	0.78	0.28	0.29
Avail Cap(c_a), veh/h	203	958	427	227	1006	449	307	587	548	235	506	484
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	24.1	22.9	29.8	24.0	20.7	28.0	16.4	16.5	29.7	18.6	18.6
Incr Delay (d2), s/veh	11.0	2.0	1.2	10.5	3.2	0.3	12.7	1.1	1.3	10.0	1.4	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	4.1	2.5	2.3	4.8	0.9	3.8	1.9	1.9	2.3	1.8	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.2	26.1	24.0	40.3	27.2	20.9	40.7	17.6	17.9	39.7	19.9	20.2
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	C
Approach Vol, veh/h		852			837			516			409	
Approach Delay, s/veh		27.6			28.6			26.5			26.1	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	26.6	10.4	19.3	13.6	23.5	9.7	20.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.8	21.7	8.5	18.0	11.5	19.0	7.6	18.9				
Max Q Clear Time (g_c+I1), s	6.6	6.7	6.5	11.8	9.2	6.3	6.0	13.3				
Green Ext Time (p_c), s	0.1	1.6	0.1	2.3	0.1	1.3	0.0	2.2				
Intersection Summary												
HCM 6th Ctrl Delay			27.5									
HCM 6th LOS			C									

Queues

4: Buena Vista St & Huntington Dr

09/17/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	108	563	181	123	640	74	198	318	126	283
v/c Ratio	0.58	0.69	0.36	0.60	0.75	0.15	0.73	0.25	0.60	0.29
Control Delay	46.5	30.1	6.4	45.5	31.4	0.6	47.1	13.5	44.8	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.5	30.1	6.4	45.5	31.4	0.6	47.1	13.5	44.8	17.3
Queue Length 50th (ft)	49	124	0	56	143	0	89	37	57	41
Queue Length 95th (ft)	#112	177	46	#122	200	1	#184	68	#124	73
Internal Link Dist (ft)		282			217			379		314
Turn Bay Length (ft)			123	142		125	135		135	
Base Capacity (vph)	196	929	549	219	975	547	296	1260	227	991
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.61	0.33	0.56	0.66	0.14	0.67	0.25	0.56	0.29

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th TWSC
1: Duarte Center Dwy & Huntington Dr

09/17/2019

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	152	1266	1	19	669	34	1	0	17	4	1	133
Future Vol, veh/h	152	1266	1	19	669	34	1	0	17	4	1	133
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	80	-	-	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	157	1305	1	20	690	35	1	0	18	4	1	137
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	725	0	0	1306	0	0	2006	2385	653	1715	2368	363
Stage 1	-	-	-	-	-	-	1620	1620	-	748	748	-
Stage 2	-	-	-	-	-	-	386	765	-	967	1620	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	874	-	-	526	-	-	35	34	410	58	35	634
Stage 1	-	-	-	-	-	-	107	160	-	371	418	-
Stage 2	-	-	-	-	-	-	609	410	-	273	160	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	874	-	-	526	-	-	22	27	410	47	28	634
Mov Cap-2 Maneuver	-	-	-	-	-	-	22	27	-	47	28	-
Stage 1	-	-	-	-	-	-	88	131	-	304	402	-
Stage 2	-	-	-	-	-	-	458	394	-	214	131	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			0.3			24.1			18		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	207	874	-	-	526	-	-	417				
HCM Lane V/C Ratio	0.09	0.179	-	-	0.037	-	-	0.341				
HCM Control Delay (s)	24.1	10	-	-	12.1	-	-	18				
HCM Lane LOS	C	B	-	-	B	-	-	C				
HCM 95th %tile Q(veh)	0.3	0.7	-	-	0.1	-	-	1.5				

HCM 6th TWSC
2: Alley & Huntington Dr

09/17/2019

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1301	1	0	721	0	1
Future Vol, veh/h	1301	1	0	721	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1341	1	0	743	0	1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 671
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.32
Pot Cap-1 Maneuver	-	-	0 - 0 399
Stage 1	-	-	0 - 0 -
Stage 2	-	-	0 - 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 399
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	399	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-
HCM Control Delay (s)	14	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

HCM 6th TWSC
3: Existing Dwy & Huntington Dr

09/17/2019

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	1303	2	11	721	1	4
Future Vol, veh/h	1303	2	11	721	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1357	2	11	751	1	4

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1359
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	502
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	502
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	22.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	211	-	-	502	-
HCM Lane V/C Ratio	0.025	-	-	0.023	-
HCM Control Delay (s)	22.5	-	-	12.3	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

HCM 6th Signalized Intersection Summary

4: Buena Vista St & Huntington Dr

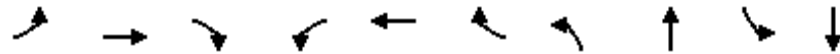
09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	1064	173	108	489	51	210	276	131	178	292	56
Future Volume (veh/h)	64	1064	173	108	489	51	210	276	131	178	292	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	1120	182	114	515	54	221	291	138	187	307	59
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	87	1238	552	143	1351	602	257	568	263	223	662	126
Arrive On Green	0.05	0.35	0.35	0.08	0.38	0.38	0.14	0.24	0.24	0.13	0.22	0.22
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	2359	1091	1781	2980	565
Grp Volume(v), veh/h	67	1120	182	114	515	54	221	217	212	187	181	185
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1674	1781	1777	1769
Q Serve(g_s), s	3.3	26.3	7.4	5.5	9.2	1.9	10.6	9.3	9.6	9.0	7.8	8.0
Cycle Q Clear(g_c), s	3.3	26.3	7.4	5.5	9.2	1.9	10.6	9.3	9.6	9.0	7.8	8.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.65	1.00		0.32
Lane Grp Cap(c), veh/h	87	1238	552	143	1351	602	257	428	403	223	395	393
V/C Ratio(X)	0.77	0.90	0.33	0.80	0.38	0.09	0.86	0.51	0.52	0.84	0.46	0.47
Avail Cap(c_a), veh/h	183	1276	569	152	1351	602	274	428	403	268	395	393
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.3	27.2	21.1	39.6	19.7	17.5	36.7	28.8	28.9	37.5	29.6	29.6
Incr Delay (d2), s/veh	13.6	9.2	0.3	23.7	0.2	0.1	22.4	4.3	4.8	17.7	3.8	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	12.2	2.7	3.3	3.7	0.7	6.1	4.4	4.3	4.9	3.7	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.9	36.4	21.4	63.4	19.9	17.5	59.1	33.1	33.8	55.2	33.4	33.6
LnGrp LOS	D	D	C	E	B	B	E	C	C	E	C	C
Approach Vol, veh/h	1369			683			650			553		
Approach Delay, s/veh	35.3			27.0			42.1			40.8		
Approach LOS	D			C			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.5	25.6	11.6	35.1	17.1	24.0	8.8	37.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	13.2	19.8	7.5	31.5	13.5	19.5	9.0	30.0				
Max Q Clear Time (g_c+I1), s	11.0	11.6	7.5	28.3	12.6	10.0	5.3	11.2				
Green Ext Time (p_c), s	0.1	1.6	0.0	2.2	0.1	1.5	0.0	3.5				
Intersection Summary												
HCM 6th Ctrl Delay	35.9											
HCM 6th LOS	D											

Queues

4: Buena Vista St & Huntington Dr

09/17/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	67	1120	182	114	515	54	221	429	187	366
v/c Ratio	0.43	0.91	0.29	0.77	0.40	0.08	0.85	0.52	0.76	0.47
Control Delay	47.2	39.8	8.7	73.6	23.1	0.2	67.0	27.3	58.0	31.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.2	39.8	8.7	73.6	23.1	0.2	67.0	27.3	58.0	31.1
Queue Length 50th (ft)	36	314	21	65	118	0	124	92	103	90
Queue Length 95th (ft)	77	#441	66	#154	164	0	#245	139	#199	134
Internal Link Dist (ft)		282			217			379		314
Turn Bay Length (ft)			123	142		125	135		135	
Base Capacity (vph)	178	1248	640	148	1301	662	267	824	261	771
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.90	0.28	0.77	0.40	0.08	0.83	0.52	0.72	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Appendix C

HCM Intersection Analysis Worksheets
Existing Plus Project Conditions

HCM 6th TWSC
1: Duarte Center Dwy & Huntington Dr

09/20/2019

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	458	2	5	1455	5	0	0	7	1	0	45
Future Vol, veh/h	48	458	2	5	1455	5	0	0	7	1	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	80	-	-	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	482	2	5	1532	5	0	0	7	1	0	47
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1537	0	0	484	0	0	1361	2132	242	1888	2131	769
Stage 1	-	-	-	-	-	-	585	585	-	1545	1545	-
Stage 2	-	-	-	-	-	-	776	1547	-	343	586	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	429	-	-	1075	-	-	107	49	759	43	49	344
Stage 1	-	-	-	-	-	-	464	496	-	120	174	-
Stage 2	-	-	-	-	-	-	356	174	-	646	495	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	429	-	-	1075	-	-	84	43	759	39	43	344
Mov Cap-2 Maneuver	-	-	-	-	-	-	84	43	-	39	43	-
Stage 1	-	-	-	-	-	-	409	437	-	106	173	-
Stage 2	-	-	-	-	-	-	306	173	-	564	436	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			0			9.8			19.6		
HCM LOS							A			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	759	429	-	-	1075	-	-	294				
HCM Lane V/C Ratio	0.01	0.118	-	-	0.005	-	-	0.165				
HCM Control Delay (s)	9.8	14.5	-	-	8.4	-	-	19.6				
HCM Lane LOS	A	B	-	-	A	-	-	C				
HCM 95th %tile O(veh)	0	0.4	-	-	0	-	-	0.6				

HCM 6th TWSC
2: Alley & Huntington Dr

09/20/2019

Intersection

Int Delay, s/veh 1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	443	25	103	1462	23	21
Future Vol, veh/h	443	25	103	1462	23	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	80	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	466	26	108	1539	24	22

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	492
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	1068
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1068
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	31.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	181	-	-	1068	-
HCM Lane V/C Ratio	0.256	-	-	0.102	-
HCM Control Delay (s)	31.6	-	-	8.8	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	1	-	-	0.3	-

HCM 6th TWSC
3: Garage Ramp & Huntington Dr

09/20/2019

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	464	0	0	1565	0	65
Future Vol, veh/h	464	0	0	1565	0	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	504	0	0	1701	0	71

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	-	0	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-		-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

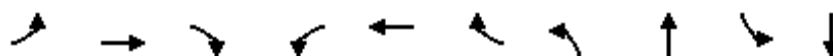
Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	748	-	-
HCM Lane V/C Ratio	0.094	-	-
HCM Control Delay (s)	10.3	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-

Queues

4: Buena Vista St & Huntington Dr

09/20/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	78	348	179	74	1131	123	269	422	87	360
v/c Ratio	0.69	0.30	0.28	0.45	0.91	0.18	0.87	0.36	0.49	0.44
Control Delay	73.0	23.9	4.9	47.2	39.1	1.6	65.1	22.4	47.8	26.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.0	23.9	4.9	47.2	39.1	1.6	65.1	22.4	47.8	26.7
Queue Length 50th (ft)	44	78	0	40	318	0	151	87	47	77
Queue Length 95th (ft)	#118	116	44	83	#448	12	#291	132	94	120
Internal Link Dist (ft)		192			217			379		314
Turn Bay Length (ft)			123	142		125	135		135	
Base Capacity (vph)	113	1156	640	191	1298	696	319	1158	206	815
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.30	0.28	0.39	0.87	0.18	0.84	0.36	0.42	0.44

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

4: Buena Vista St & Huntington Dr

09/20/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	338	174	72	1097	119	261	300	110	84	250	99
Future Volume (veh/h)	76	338	174	72	1097	119	261	300	110	84	250	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	78	348	179	74	1131	123	269	309	113	87	258	102
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	1247	556	96	1238	552	304	842	302	112	554	213
Arrive On Green	0.06	0.35	0.35	0.05	0.35	0.35	0.17	0.33	0.33	0.06	0.22	0.22
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	2563	919	1781	2508	966
Grp Volume(v), veh/h	78	348	179	74	1131	123	269	212	210	87	181	179
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1705	1781	1777	1697
Q Serve(g_s), s	3.8	6.2	7.3	3.6	26.8	4.8	13.0	8.0	8.3	4.2	7.8	8.1
Cycle Q Clear(g_c), s	3.8	6.2	7.3	3.6	26.8	4.8	13.0	8.0	8.3	4.2	7.8	8.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.54	1.00		0.57
Lane Grp Cap(c), veh/h	100	1247	556	96	1238	552	304	584	560	112	393	375
V/C Ratio(X)	0.78	0.28	0.32	0.77	0.91	0.22	0.89	0.36	0.37	0.78	0.46	0.48
Avail Cap(c_a), veh/h	111	1247	556	188	1269	566	313	584	560	202	393	375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.1	20.6	21.0	41.2	27.5	20.3	35.8	22.6	22.7	40.7	29.8	29.9
Incr Delay (d2), s/veh	26.8	0.1	0.3	12.4	10.1	0.2	24.3	1.8	1.9	10.9	3.8	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	2.5	2.7	1.9	12.6	1.8	7.6	3.6	3.5	2.2	3.7	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.9	20.7	21.3	53.6	37.6	20.5	60.1	24.3	24.6	51.6	33.6	34.2
LnGrp LOS	E	C	C	D	D	C	E	C	C	D	C	C
Approach Vol, veh/h		605			1328			691			447	
Approach Delay, s/veh		27.0			36.9			38.3			37.4	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	33.5	9.2	35.4	19.5	24.0	9.5	35.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.0	25.0	9.3	27.7	15.5	19.5	5.5	31.5				
Max Q Clear Time (g_c+I1), s	6.2	10.3	5.6	9.3	15.0	10.1	5.8	28.8				
Green Ext Time (p_c), s	0.1	2.2	0.0	2.7	0.0	1.4	0.0	1.9				
Intersection Summary												
HCM 6th Ctrl Delay			35.3									
HCM 6th LOS			D									

HCM 6th TWSC
1: Duarte Center Dwy & Huntington Dr

09/20/2019

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	161	853	3	32	850	46	1	1	21	4	0	172
Future Vol, veh/h	161	853	3	32	850	46	1	1	21	4	0	172
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	80	-	-	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	173	917	3	34	914	49	1	1	23	4	0	185
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	963	0	0	920	0	0	1790	2296	460	1812	2273	482
Stage 1	-	-	-	-	-	-	1265	1265	-	1007	1007	-
Stage 2	-	-	-	-	-	-	525	1031	-	805	1266	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	711	-	-	738	-	-	51	38	548	49	40	530
Stage 1	-	-	-	-	-	-	179	239	-	258	317	-
Stage 2	-	-	-	-	-	-	504	309	-	342	238	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	711	-	-	738	-	-	26	27	548	36	29	530
Mov Cap-2 Maneuver	-	-	-	-	-	-	26	27	-	36	29	-
Stage 1	-	-	-	-	-	-	136	181	-	195	302	-
Stage 2	-	-	-	-	-	-	313	295	-	247	180	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.8			0.3			25.3			21.5		
HCM LOS							D			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	202	711	-	-	738	-	-	404				
HCM Lane V/C Ratio	0.122	0.243	-	-	0.047	-	-	0.468				
HCM Control Delay (s)	25.3	11.7	-	-	10.1	-	-	21.5				
HCM Lane LOS	D	B	-	-	B	-	-	C				
HCM 95th %tile O(veh)	0.4	1	-	-	0.1	-	-	2.4				

HCM 6th TWSC
2: Alley & Huntington Dr

09/20/2019

Intersection

Int Delay, s/veh 1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	897	23	75	907	18	13
Future Vol, veh/h	897	23	75	907	18	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	80	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	944	24	79	955	19	14

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	968
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	707
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	707
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	40.3
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	134	-	-	707	-
HCM Lane V/C Ratio	0.244	-	-	0.112	-
HCM Control Delay (s)	40.3	-	-	10.7	-
HCM Lane LOS	E	-	-	B	-
HCM 95th %tile Q(veh)	0.9	-	-	0.4	-

HCM 6th TWSC

3: Garage Ramp & Huntington Dr

09/20/2019

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	910	0	0	982	0	47
Future Vol, veh/h	910	0	0	982	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	989	0	0	1067	0	51

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	-	-	-	-	495
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	0	-	0	520
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	520
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

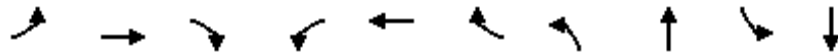
Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	520	-	-
HCM Lane V/C Ratio	0.098	-	-
HCM Control Delay (s)	12.7	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-

Queues

4: Buena Vista St & Huntington Dr

09/20/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	116	571	224	123	648	74	243	318	126	291
v/c Ratio	0.74	0.62	0.39	0.69	0.76	0.15	0.83	0.27	0.53	0.31
Control Delay	62.9	28.3	5.9	54.8	32.6	0.6	55.5	14.3	38.0	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.9	28.3	5.9	54.8	32.6	0.6	55.5	14.3	38.0	16.9
Queue Length 50th (ft)	54	126	0	57	145	0	111	38	55	40
Queue Length 95th (ft)	#136	180	51	#134	202	1	#229	72	104	72
Internal Link Dist (ft)		192			217			379		314
Turn Bay Length (ft)			123	142		125	135		135	
Base Capacity (vph)	157	936	583	181	919	524	302	1157	287	940
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.61	0.38	0.68	0.71	0.14	0.80	0.27	0.44	0.31

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

4: Buena Vista St & Huntington Dr

09/20/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	565	222	122	642	73	241	204	111	125	203	85
Future Volume (veh/h)	115	565	222	122	642	73	241	204	111	125	203	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	571	224	123	648	74	243	206	112	126	205	86
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	796	355	156	814	363	287	769	401	162	668	271
Arrive On Green	0.08	0.22	0.22	0.09	0.23	0.23	0.16	0.34	0.34	0.09	0.27	0.27
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	2257	1178	1781	2467	1000
Grp Volume(v), veh/h	116	571	224	123	648	74	243	160	158	126	146	145
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1658	1781	1777	1690
Q Serve(g_s), s	4.5	10.4	9.0	4.7	12.1	2.6	9.3	4.6	4.9	4.9	4.6	4.8
Cycle Q Clear(g_c), s	4.5	10.4	9.0	4.7	12.1	2.6	9.3	4.6	4.9	4.9	4.6	4.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.71	1.00		0.59
Lane Grp Cap(c), veh/h	147	796	355	156	814	363	287	606	565	162	481	458
V/C Ratio(X)	0.79	0.72	0.63	0.79	0.80	0.20	0.85	0.26	0.28	0.78	0.30	0.32
Avail Cap(c_a), veh/h	165	912	407	190	962	429	317	606	565	302	481	458
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.6	25.2	24.6	31.4	25.5	21.9	28.6	16.8	16.8	31.2	20.3	20.4
Incr Delay (d2), s/veh	19.9	2.3	2.5	16.2	4.0	0.3	17.6	1.1	1.2	7.8	1.6	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	4.4	3.4	2.7	5.3	1.0	5.2	1.9	1.9	2.4	2.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.5	27.5	27.1	47.6	29.5	22.2	46.2	17.8	18.1	39.0	21.9	22.2
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	C	C
Approach Vol, veh/h		911			845			561			417	
Approach Delay, s/veh		30.5			31.5			30.2			27.2	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.9	28.4	10.7	20.2	15.8	23.5	10.3	20.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.9	19.6	7.5	18.0	12.5	19.0	6.5	19.0				
Max Q Clear Time (g_c+I1), s	6.9	6.9	6.7	12.4	11.3	6.8	6.5	14.1				
Green Ext Time (p_c), s	0.1	1.5	0.0	2.2	0.1	1.3	0.0	2.0				
Intersection Summary												
HCM 6th Ctrl Delay			30.2									
HCM 6th LOS			C									

HCM 6th TWSC
1: Duarte Center Dwy & Huntington Dr

09/20/2019

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	152	1282	1	19	685	34	1	0	17	4	1	133
Future Vol, veh/h	152	1282	1	19	685	34	1	0	17	4	1	133
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	80	-	-	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	157	1322	1	20	706	35	1	0	18	4	1	137
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	741	0	0	1323	0	0	2031	2418	662	1739	2401	371
Stage 1	-	-	-	-	-	-	1637	1637	-	764	764	-
Stage 2	-	-	-	-	-	-	394	781	-	975	1637	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	862	-	-	518	-	-	33	32	404	56	33	626
Stage 1	-	-	-	-	-	-	105	157	-	362	411	-
Stage 2	-	-	-	-	-	-	602	403	-	270	157	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	862	-	-	518	-	-	21	25	404	45	26	626
Mov Cap-2 Maneuver	-	-	-	-	-	-	21	25	-	45	26	-
Stage 1	-	-	-	-	-	-	86	128	-	296	395	-
Stage 2	-	-	-	-	-	-	451	387	-	211	128	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			0.3			24.7			18.6		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	201	862	-	-	518	-	-	406				
HCM Lane V/C Ratio	0.092	0.182	-	-	0.038	-	-	0.35				
HCM Control Delay (s)	24.7	10.1	-	-	12.2	-	-	18.6				
HCM Lane LOS	C	B	-	-	B	-	-	C				
HCM 95th %tile O(veh)	0.3	0.7	-	-	0.1	-	-	1.5				

HCM 6th TWSC
2: Alley & Huntington Dr

09/20/2019

Intersection

Int Delay, s/veh 1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	1301	19	72	721	17	17
Future Vol, veh/h	1301	19	72	721	17	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	80	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1341	20	74	743	18	18

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1361
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	501
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	501
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	62.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	96	-	-	501	-
HCM Lane V/C Ratio	0.365	-	-	0.148	-
HCM Control Delay (s)	62.6	-	-	13.4	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	1.4	-	-	0.5	-

HCM 6th TWSC

3: Garage Ramp & Huntington Dr

09/20/2019

Intersection

Int Delay, s/veh 0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1318	0	0	793	0	47
Future Vol, veh/h	1318	0	0	793	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1433	0	0	862	0	51

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	-	-	-	-	717
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	0	-	0	372
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	372
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

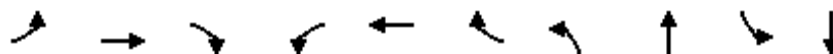
Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	372	-	-
HCM Lane V/C Ratio	0.137	-	-
HCM Control Delay (s)	16.2	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.5	-	-

Queues

4: Buena Vista St & Huntington Dr

09/20/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	76	1128	227	114	523	54	268	429	187	374
v/c Ratio	0.47	0.94	0.36	0.84	0.43	0.09	0.90	0.49	0.77	0.50
Control Delay	48.0	44.5	11.0	87.2	24.9	0.3	69.4	25.6	58.4	31.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.0	44.5	11.0	87.2	24.9	0.3	69.4	25.6	58.4	31.5
Queue Length 50th (ft)	41	323	35	65	125	0	150	88	103	92
Queue Length 95th (ft)	85	#458	92	#162	173	0	#289	135	#199	136
Internal Link Dist (ft)		192			217			379		314
Turn Bay Length (ft)			123	142		125	135		135	
Base Capacity (vph)	185	1203	629	136	1230	632	305	883	260	753
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.94	0.36	0.84	0.43	0.09	0.88	0.49	0.72	0.50

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

4: Buena Vista St & Huntington Dr

09/20/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	1072	216	108	497	51	255	276	131	178	292	64
Future Volume (veh/h)	72	1072	216	108	497	51	255	276	131	178	292	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	76	1128	227	114	523	54	268	291	138	187	307	67
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	1203	536	137	1281	571	302	609	282	222	621	134
Arrive On Green	0.06	0.34	0.34	0.08	0.36	0.36	0.17	0.26	0.26	0.12	0.21	0.21
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	2359	1091	1781	2909	626
Grp Volume(v), veh/h	76	1128	227	114	523	54	268	217	212	187	186	188
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1674	1781	1777	1758
Q Serve(g_s), s	3.8	27.5	9.9	5.6	9.9	2.0	13.2	9.2	9.6	9.2	8.2	8.4
Cycle Q Clear(g_c), s	3.8	27.5	9.9	5.6	9.9	2.0	13.2	9.2	9.6	9.2	8.2	8.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.65	1.00		0.36
Lane Grp Cap(c), veh/h	98	1203	536	137	1281	571	302	459	432	222	379	375
V/C Ratio(X)	0.77	0.94	0.42	0.83	0.41	0.09	0.89	0.47	0.49	0.84	0.49	0.50
Avail Cap(c_a), veh/h	187	1212	541	137	1281	571	309	459	432	263	379	375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.7	28.7	22.8	40.7	21.4	18.9	36.3	28.0	28.2	38.3	30.9	31.0
Incr Delay (d2), s/veh	12.1	13.6	0.5	32.7	0.2	0.1	24.9	3.5	3.9	18.5	4.5	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	13.5	3.7	3.7	4.0	0.7	7.7	4.3	4.2	5.1	3.9	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.8	42.2	23.4	73.4	21.7	19.0	61.2	31.5	32.1	56.8	35.4	35.7
LnGrp LOS	D	D	C	E	C	B	E	C	C	E	D	D
Approach Vol, veh/h		1431			691			697			561	
Approach Delay, s/veh		39.9			30.0			43.1			42.6	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.7	27.6	11.4	34.8	19.7	23.6	9.4	36.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	13.2	21.4	6.9	30.5	15.5	19.1	9.4	28.0				
Max Q Clear Time (g_c+I1), s	11.2	11.6	7.6	29.5	15.2	10.4	5.8	11.9				
Green Ext Time (p_c), s	0.1	1.8	0.0	0.8	0.0	1.4	0.0	3.3				
Intersection Summary												
HCM 6th Ctrl Delay			39.0									
HCM 6th LOS			D									

HAWTHORN[®]
SUITES BY WYNDHAM

1230 Huntington Drive, Duarte, CA 91010

1

INCENTIVES
PLANS



McKenty
Malak
ARCHITECTS



HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
CONSORTIUM HOLDINGS, LLC
DUARTE, CALIFORNIA 91010

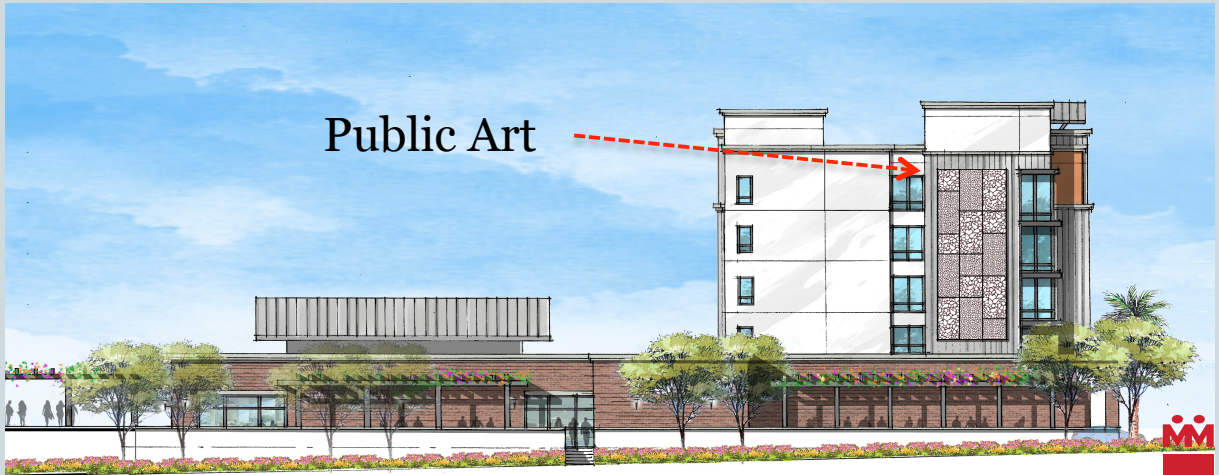
10.25.2019
1810PTMA
RE-04

1 Public Arts

2

- Hotel has specified a portion of the East wall (or west wall) at the North end to be a location for some type of artistic mural, whether it will be a metal sculpture or painting.

(We will follow the guidelines from the Specific Plan in terms of the cost dedicated to these Public Arts.)



Art mural concept photo

Public Arts

3



concept photo

Public Arts

4

- Hotel will host art events with local art schools at hotel's expense.
- Hotel will provide spaces for local artist to display their art works (e.g., lobby, meeting area, courtyard).



concept photo

2 TDM

transportation demand management

5

- Hotel will provide Public Transportation Information and tourist attractions information on its website (e.g., time & locations for free Duarte shuttles and free bike Station, Operating hours and locations for Metro Line stations, etc.), and display those information in the lobby.



concept photo

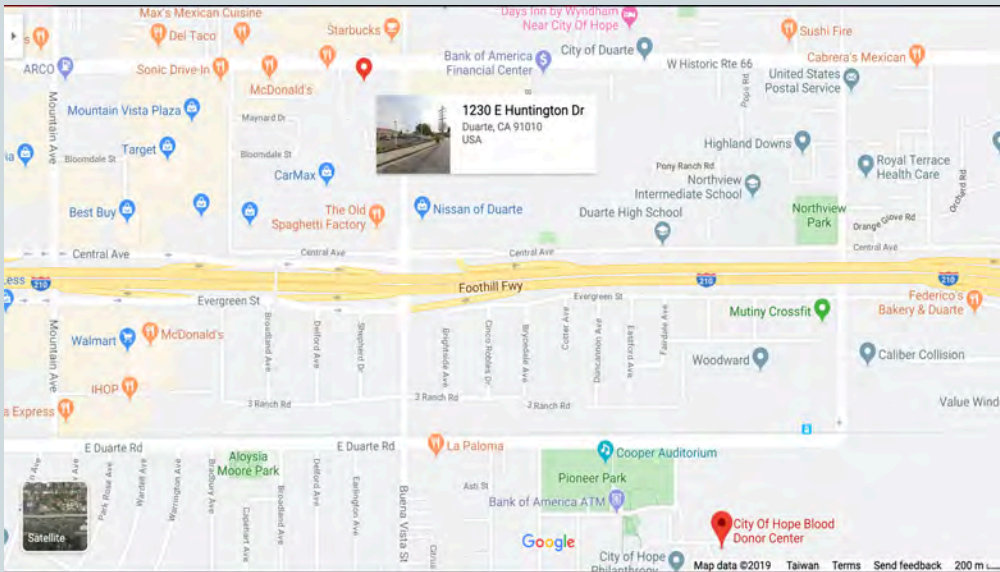


TDM

transportation demand management

6

- **Free Daily Shuttle :** Hotel offer free shuttle to access nearby amenities such as City of Hope, Metro Station of Duarte, City Hall / Senior Center, Best Buy, Walmart, Target etc....



TDM

transportation demand management

7

- Free Event Shuttle: Hotel will periodically provide shuttle service to regional events like Rose Parade, LA County Fair, Santa Anita Racetrack during race seasons.



Project Description, Hawthorn Suites, Duarte, CA



To provide a name brand lodging facility in the designated Town Center in City of Duarte, California

Hotel Name

Hawthorn Suites by Wyndham

Wyndham Hotels and Resorts is an international hotel and resort chain based in the United States. As of December 31, 2018, it has 9,157 hotels, 809,933 rooms, one of the largest hotel companies in the world. Hawthorn Suites is an Extended Stay type of hotel which is very popular in recent years.

Target Market

1. Business & Family Travelers to Duarte, Pasadena & San Gabriel Valley of LA county.
2. Old Route 66 (Huntington Drive) is a traditional business district at the West Coast.
3. Local business meetings and accommodations as well as patients & their family members visiting City of Hope for treatments and consultations.
4. Strong demand from third party patient recovery service companies.

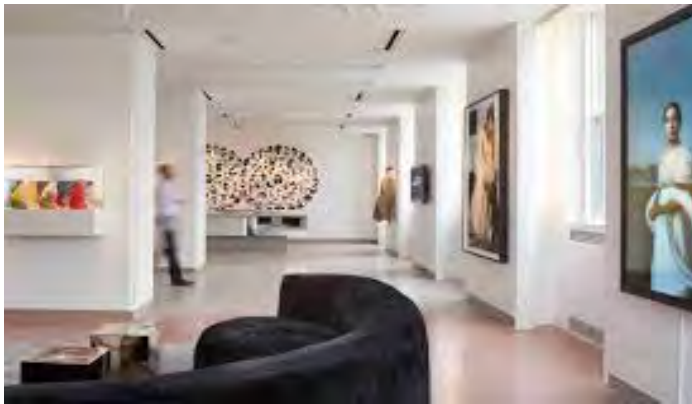
Hotel & Amenities

Phase 1 – design for a 72 all-suite hotel, a 5 stories construction with various amenities and surface and subterranean parking:

1. Lobby Area: (24 hours in operation)
 - a. Reception Counter
 - b. Check in/ out guests rest area
 - c. Mini mart
 - d. Potential art display area for community relations.



Reception Counter Concept Photo



Art Gallery Concept Photo

2. Meeting Facilities: three meeting rooms with a combined total area of 2,592 gross square feet which can be combined as one larger conference room to serve the needs of hotel guests.



Meeting Room Concept Photo

3. Breakfast / Lounge Area: 1,500 gross square feet of multi functions in F&B services:

- a. Breakfast will be provided from 6:30 - 10:30am daily for hotel guests.
- b. Lounge will provide light meals and beverages during regular business hours. May consider serving beer and wine depend on demand and community opinions.



Restaurant Concept Photo



Café lounge Concept

Photo

4. Recreation Area:

- a. Gym opens daily 6:00am-10:00pm.
- b. Outdoor heated swimming pool opens in summer from 6:00am to 10:00pm, the use of Barbeque facility will be upon request.

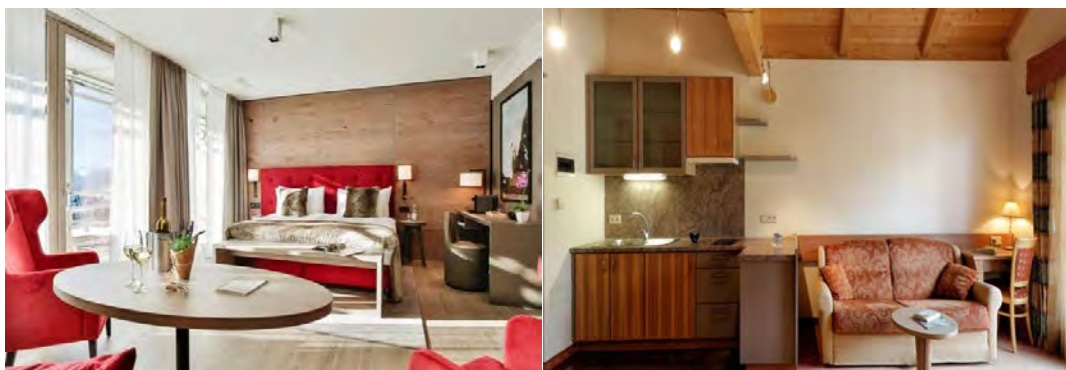


Gym & Swimming Pool Concept Photo



BBQ Concept Photo

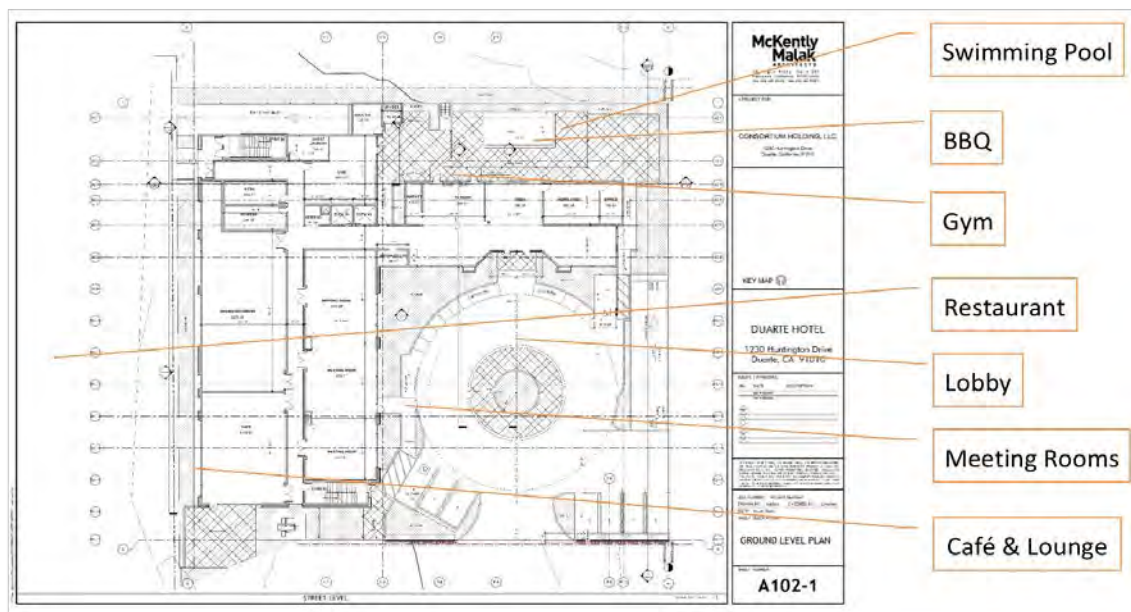
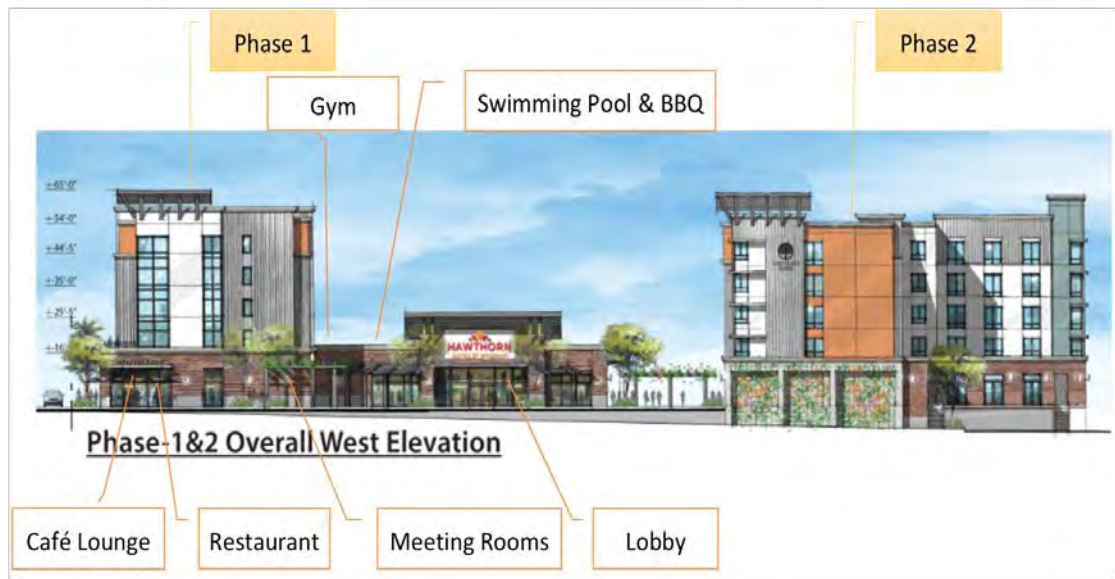
5. Guest rooms area: 72 guestrooms
 - 65 standard rooms
 - 3 disabled standard rooms
 - 3 one-bed rooms
 - 1 disabled one-bed room



Hotel room Concept Photo

6. Others
 - a. Guest self-laundry facilities on 1st floor.
 - b. Ice and vending machines on each other floors.

- c. Free bicycles / electric boards upon request.
- d. Free Shuttle Bus to Metro train station, City of Hope, shopping mall, Santa Anita Race Track and other local attractions.



Phase 2

To build a 106 rooms hotel within 2 years of operations of phase 1.

Staffing Guide

1. Management * 2
 - 1 Manager
 - 1 Deputy Manager
2. Front Desk / Concierge * 5
3. Housekeeping * 4

- 4. Sales manager * 1
- 5. F&B Services *4
- 6. Accounting * 1
- 7. Engineering and Maintenance * 2
- 8. Porter/Driver * 2

(By industry standard and will be adjusted by occupancy and demand, staffing will be working on 3 shifts)

Phase 2 staffing guide:

To be determined and adjusted in accordance with Phase 1's operating results.

TDM

transportation demand management

8



TDM

transportation demand management

9

- Free on-site bicycle : Provide free bicycles for guests and neighbors to use.



Free bicycle concept photo

TDM

transportation demand management

10

Other Benefits

- Employee Non-driving incentive :
Hotel offered shuttle services for employees taking Metro to work.
Employees will be provided with “ free passes “ for them to ride Metro Rail or Buses to work. We will encourage less driving as much as possible and hence to reduce the need for parking.
- City of Hope Patient Shuttle Services.



November 10, 2019

Jason Golding

Planning Manager

I want to take this opportunity to thank you and Noemi Hernandez for sending the ARB agenda packet for Monday's meeting.

As you are probably aware by now, I am living next to the proposed project located on 1230 Huntington. We have meet, very informally, with the representative of the Wyndham hotel and with Steve (I believe his last name is Hernandez), and at one point with mayor pro tem Samuel Kan. My sincere hope is that this document makes its way to the record and is discussed during the meeting. I want to be at that meeting, but with such shorth notice, my responsibilities preclude me for attending.

The first of many questions has to do with the exception in Section 15332, Class 32 of Title 14 of the CEQA. The following is copied directly from CEQA:

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

How was this decision reached? Was there a survey or a study that helped to come to this conclusion? If there is one, how would I get a copy of such study? The increase of traffic is one of the areas of greater concern for many of us, among security and the loss of privacy. The following are some of the concerns I have:

- We were told that the main entrance was going to be towards the east of the building, according to the plans, that is going to be an exit only from the subterranean parking. The main entrance is to be located, according to the plans, on the west side of the building, next to our homes. This will increase traffic without a doubt.
- How and at what time are the deliveries and trash pick-ups are going to happen? Thru the main entrance?
- On the agenda there is a section that proposes privacy for the pool area and guest. What kind of privacy measures are going to be proposed for the residents next to the hotel?
- What environmental impact does the city think is going to have the removal of, I want to say, 13 full grow trees? I see several trees and shrubbery on the drawing, is this the final design?
- We were told that work would only be Mon-Fri from 8:00-17:00. On the packet it states otherwise. Page 17, number 51

I want to thank you for your time. I sincerely hope to hear from you or someone at city hall regarding these topics of discussion.

Alfonso Diaz

Alfonso Diaz

RESOLUTION PC 19-13

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF DUARTE APPROVING CONDITIONAL USE PERMIT 19-04, FOR THE TWENTY-FOUR-HOUR OPERATION OF A 178-ROOM HOTEL, WITH ASSOCIATED MEETING ROOMS, FOOD SERVICES, AND CAFÉ, LOCATED AT 1230 HUNTINGTON DRIVE

WHEREAS, the applicant is requesting approval for the 24-hour operation of a 178-room extended stay hotel, built over two phases, with 2,570 square feet (sf) of meeting space, 2,280 square feet breakfast/dining room, and a 1,478 café, currently proposed as a Hawthorne Suites by Wyndham, at 1230 Huntington Drive; and

WHEREAS, the project site is part of the Town Center Specific Plan zone, Town Center Commercial Core, Area 1 designation, which allow hotel uses with an approved conditional use permit; and

WHEREAS, Chapter 19.60.110 of the Duarte Development Code provides standards related to noise, lighting, glare or similar activities during late night hours or for twenty-four hour uses; and

WHEREAS the proposed hotel will be regulated under the requirements and conditions associated with this Resolution, which grants approval of a conditional use permit; and

WHEREAS, notice of a public hearing on the Conditional Use Permit 19-04 was given pursuant to Duarte Development Code Chapter 19.146 and in accordance with applicable State law; and

WHEREAS, the Planning Commission has considered the analysis and recommendation provided in the staff report for Conditional Use Permit application 19-04 and all the information, evidence and public testimony received at the public meeting held on November 21, 2019 at 7:00 p.m. in the City Council Chambers;

NOW THEREFORE, the Planning Commission of the City of Duarte resolves as follows:

SECTION 1. RECITALS

All the facts set forth in the Recitals of this Resolution are true and correct and incorporated herein by this reference.

SECTION 2. FINDINGS FOR CONDITIONAL USE PERMITS

The Planning Commission finds and determines as follows, findings for Conditional Use Permits, as set forth in DDC Section 19.114.040(B), as:

1. The proposed use is consistent with the General Plan;

The project conforms to the goals and objectives of the General Plan and the regulations of the Town Center Specific Plan Zone, including the intent and purpose, permitted uses, and other development standards. The use is also consistent with the land use goal by

providing compatible and harmonious land uses by providing a mix of uses consistent with projected future social, environmental, and economic conditions.

2. The proposed use is allowed within the subject zone and complies with all other applicable provisions of this Development Code and the Municipal Code;

A hotel is allowed within the Town Center Specific Plan Zone with an approved conditional use permit, as stated in Table 3-1 of the Town Center Specific Plan. Chapter 19.60.110 of the Duarte Development Code provides standards related to noise, lighting, glare or similar activities during late night hours or for twenty-four hour uses.

3. The design, location, size and operating characteristics of the proposed use are compatible with the allowed uses in the vicinity;

The project site is generally located midblock on the southerly side of Huntington Drive, one parcel west of Buena Vista Street. The site is accessible from Huntington Drive through a 28' wide drive access easement shared with the owners of the 12-unit residential condominium complex to the west of the project site. Other abutting properties include the Monrovia Convalescent Hospital to the south, Union 76 service station to the east, and the Buena Vista Marketplace Shopping Center to the north. The boundary closest to the abutting residential development is improved with a reconstructed or otherwise renovated paved access easement, landscaping, and at Phase II, minimal surface parking. Efforts to address proximity concerns with abutting residential properties include minimizing the amount of hotel room windows facing the condominiums in Phase I, and for Phase II, providing 85' setback from the building to the residences. Furthermore, conditions have been added to limiting outdoor uses abutting residential, restricting delivery periods, modify lighting to prevent off-site glare and minimizing use of balconies.

4. Operation of the use at the location proposed would not be detrimental to the harmonious and orderly growth of the City, or endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood of the proposed use;

The project is suitable for the proposed location, with the incorporation of conditions of approval that mitigate impacts related to the following uses: hotel, meeting rooms, and late night and 24-hour operations. These conditions are imposed to ensure the operation does not create any adverse impacts on the City or surrounding community.

5. The subject site is:
 - a. Physically suitable in terms of design, location, operating characteristics, shape, size, topography, and the provision of public and emergency vehicle (e.g. fire and medical) access and public services and utilities; and
 - b. Served by highways and streets adequate in width and improvement to carry the kind and quantity of traffic the proposed use would likely generate.

The site is 1.62 acres in size, with ingress/egress on Huntington Drive, provided through a 28' wide shared driveway access easement and an egress only driveway at the easterly portion of the project. The project site is physically suitable to support the existing development. Onsite circulation is maintained with double, two-way drive aisles into the hotel parking areas, fire lanes that provide access to parking stalls, and sufficient room for

emergency vehicle access. Conditions of approval have been included to provide for modifications to the median island and associated left-hand turn pocket, realignment of the Huntington Drive driveway, and the use of roll curb for certain areas to facilitate delivery and emergency vehicle turn movements.

SECTION 4. CEQA DETERMINATION

This project is exempt from the California Environmental Quality Act (CEQA) pursuant to exemption in Section 15332, Class 32 of Title 14 of the California Code of Regulations. Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services.

SECTION 5. RECOMMENDATION

The Planning Commission approves PC Resolution 19-13, based on the findings listed above and the conditions listed in "Exhibit F-1", and recommends approval of Conditional Use Permit 19-04, for the use and operation of a hotel, with associated meeting rooms, food services, and café, and late night/twenty-four hour uses located at 1230 Huntington drive.

APPROVED, AND ADOPTED by the Planning Commission of the City of Duarte at a regular meeting held on the 21st day of November 2019.

Paula Watson-Gardner, Chairperson
City of Duarte Planning Commission

ATTEST:

Craig Hensley, Community Development Director

CITY OF DUARTE
COUNTY OF LOS ANGELES } ss.
STATE OF CALIFORNIA

I, Craig Hensley, Secretary of the Planning Commission of the City of Duarte, do hereby certify that the foregoing Resolution was adopted at a regular meeting of the Planning Commission of the City of Duarte held on November 21, 2019, by the following vote:

AYES:

NOES:
ABSTAIN:
ABSENT:

Craig Hensley, Community Development Director

EXHIBIT F-1

Conditions of Approval
Conditional Use Permit 19-04
1230 Huntington Drive - Hawthorne Suites Hotel

1. This approval is for the operation of a hotel or extended stay hotel, not to exceed 178 rooms, currently proposed as a Hawthorne Suites by Wyndham. Associated uses include a 2,570 square feet of meeting space, 2,280 square feet breakfast/dining room, 1,478 square feet café, 662 square feet gym, outdoor pool, and, related functions, as presented in the staff report and project plans, and described in the applicant's business proposal statement, on file with the Planning Division.
2. Guests and hotel occupants shall not be permitted to register for periods of time longer than 30 days. Occupants may re-register for additional 30-day periods. The hotel operator shall not permit guests and/or occupants to attain tenant status.
3. Room cleaning services shall be provided on a regular basis. At minimum, rooms shall be cleaned each time a new guest registers and at least once a week for occupants that are staying for longer period of time.
4. The hotel operator shall comply with Chapter 3.05 (Transient Occupancy Tax) of the Duarte Municipal Code.
5. The lobby shall remain open on a 24-hour basis and be staffed by a minimum of two employees at any one time, one of which shall be part of hotel management staff. Said management staff shall be responsible for ensuring compliance with all conditions of this conditional use permit.
6. The breakfast/dining room/lounge area shall remain for the use of hotel guests only, and may not be rented out or used separately by outside groups.
7. The hotel and café are required to implement "quiet hours" between the hours of 7:00 a.m. and 10:00 p.m., which includes, but is not limited to restrictions on: playing music; idling vehicles for more than 5 minutes; use of the pool and associated outdoor area; and other noise-generating activities. Any related signage shall be approved by the Planning Division prior to installation.
8. The café may be used by the hotel or leased to an independent tenant, subject to Planning and Business License approvals.
9. Use of the outdoor dining area associated with the café shall be limited to the hours of 7:00 a.m. to 10 p.m.
10. Alcohol beverage sales or service have not been proposed at the time of project submittal, has not been analyzed by staff, and are, therefore, not permitted through this entitlement. If in the future alcoholic beverage service or sales is requested, a separate conditional use permit application would require Planning Commission approval.

11. Outdoor furnishings related to either the hotel or café, shall be cleaned, serviced, maintained and regularly replaced, and be free of damage; missing, peeling, and/or faded cracked paint; worn, torn, and/or faded materials.
12. Delivery hours shall be limited from 7:00 a.m. to 7:00 p.m.
13. Delivery vehicles are not permitted to honk or use other audible signals to summon or call hotel staff for services or loading activities. The Parking Management Plan shall include details on a system designed to facilitate delivery and loading activities and provide communications between the loading area and staff within the building.
14. Outdoor special events of any size, duration or intensity, and irrespective of whether located within a temporary structure or not; proposed within the project's surface parking lot, shall be approved through a temporary use permit prior to the event.
15. Project operations and activities shall be maintained at reasonable audible levels, not to exceed the City Noise Regulations outlined in Chapter 9.68 of the Duarte Municipal Code. Any substantiated complaints regarding noise, sound or other audible impacts may require submittal of an Noise Study provided to the Community Development Director to address any noise concerns and propose appropriate measures as needed to comply with the City's noise ordinance. The Noise Study shall be paid for by the applicant and prepared by a qualified consultant, to the satisfaction of the City. Continued concerns or violations may require a public hearing before the Planning Commission.
16. The business owner shall provide a security plan to the Community Development Department and Public Safety Department for review prior to certificate of occupancy issuance for each phase of the project. Cameras shall be installed on the exterior of the premises and subterranean levels capable of capturing footage of the parking lot(s), in locations approved by the Community Development and Public Safety Departments. The security plan shall include details on a closed circuit television system consisting of interior and exterior surveillance cameras and a digital video recorder (DVR) for recording surveillance camera footage. The security system hard drive shall save footage/data for a minimum of 30 days. The hard drive shall be locked and secured, and accessible only to the business owner and/or designees. All saved data shall be made available to the Public Safety Department and/or City personnel upon reasonable request. All components of the approved security plan shall be operational prior to implementing any new services allowed by this CUP and shall remain fully operational at all times. Any changes to the security system shall require review from the Community Development Department and Public Safety Department prior to implementing.
17. The property owner shall have the ability to post "No Trespassing" or other applicable penal code signs to allow necessary enforcement and/or removal of any activity that may deemed a public nuisance or jeopardize the health, safety and general welfare of the public. The location of the penal code signs shall be approved by the Planning Division prior to prior to installation.
18. Parking for Phase II shall be discussed and agreed upon by the Planning Division prior to submittal of the Phase II development drawings. Parking may be addressed in any manner permitted by the then current parking requirements, including but not limited to: valet, joint and/or shared parking, and/or a parking study conducted by a professional traffic engineer. Future parking options may require additional entitlements.

19. Parking operations within the parking lot associated with the hotel should be included into a Parking Management Plan, that is reviewed and approved by the Community Development Director prior to certificate of occupancy issuance. Parking operations should incorporate ideas on how to manage parking for the hotel and related on-site uses, interim parking during construction of Phase II, access to and from parking lots and private roadways, and hotel and/or shuttle parking associated with the hotel. Valet, joint and shared parking require separate review and approval, as directed by the Town Center Specific Plan and Duarte Development Code.
20. In the event the Conditional Use Permit is not actively exercised for a continuous period of twelve (12) months, after Certificate of Occupancy issuance for the hotel building, the Conditional Use Permit and approval shall become invalid.
21. Any expansion or modification to the approved use as part of this conditional use permit, including but not limited to any substantial changes to the floor plan, additional services, transition from satellite location to main temple, or other changes that may affect or intensify the business operation shall be reviewed by the Planning Division, and may require Planning Commission approval of a new conditional use permit.
22. The project shall comply with all regulations of the Town Center Specific Plan zone, and any other applicable sections of both the Duarte Development Code and Duarte Municipal Code.
23. This CUP may be called for review or revocation at any time by City Staff, City Council, or Planning Commission if a violation of the approved conditions is alleged, or if it is alleged that project operations are creating a public nuisance, as substantiated by the LA County Sheriff's Department, Public Safety Department, or any other City Department. The applicant and successors shall operate the subject premises in a safe and sanitary manner at all times. Such review of the CUP may include any remedy available to the City that will prevent negative impacts on the property and surrounding developments. Problems or continued/repeated violations of any Municipal Code, conditions of approval or any other governmental regulations may be grounds for initiation of proceedings for the revocation of this CUP before the Planning Commission pursuant to Section 19.152.030 of the Duarte Development Code.
24. This entitlement shall be contingent upon the privileges being utilized within 12 months from the issuance of a Certificate of Occupancy for the hotel building.
25. The decision of the Planning Commission may be appealed to the City Council within 15 days of the Planning Commission's decision. Said appeal must be in writing and filed with fees paid to the City Clerk's Office. The written appeal shall include reasons for the appeal.
26. That by acceptance of the approval of the project by the City, the applicant shall defend, indemnify and hold harmless the City of Duarte and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers and employees to challenge, set aside, void or annul the approval of the project or from any other action pertaining to this application or the granting of this conditional use permit which may be brought within the time period provided for such actions or challenges under applicable law.

RESOLUTION PC 19-14

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF DUARTE DETERMINING THAT THE PROPOSED CONSTRUCTION OF A NEW HOTEL LOCATED WITHIN THE TOWN CENTER SPECIFIC PLAN AT 1230 HUNTINGTON DRIVE MEETS THE REQUIRED FINDINGS UNDER DUARTE DEVELOPMENT CODE SECTION 19.122.050(E) AND CONFORMS TO THE APPLICABLE STANDARDS IN DUARTE DEVELOPMENT CODE SECTIONS 19.122.040 & 19.44.010 AND THUS APPROVES SITE PLAN AND DESIGN REVIEW CASE 2019-41, SUBJECT TO CONDITIONS

WHEREAS, the applicant is requesting approval for the 24-hour operation of a 178-room extended stay hotel, built over two phases, with 2,570 square feet (sf) of meeting space, 2,280 square feet breakfast/dining room, and a 1,478 café, currently proposed as a Hawthorne Suites by Wyndham, at 1230 Huntington Drive; and

WHEREAS, the project site is part of the Town Center Specific Plan zone, Town Center Commercial Core, Area 1 designation, which provides standards and guidelines for commercial developments; and

WHEREAS, the proposed project requires the approval of a Tier 3 Community Benefits Plan, which include two selected community benefits, Public Art and Enhanced Transportation Demand Management, pursuant to Section 3.5.1 and 3.5.2 of the Town Center Specific Plan; and

WHEREAS, Section 7.3.4 (Review and Approval Process) of the Town Center Specific Plan requires all projects proposed within the Specific Plan area to comply with Article 7 of the Duarte Development Code for review requirements and process for approval; and

WHEREAS, Section 7.3.4 (Administrative Adjustments) of the Town Center Specific Plan requires the justification of findings for an Administrative Adjustment, which is being considered for the front building setback; and

WHEREAS, Table 7-2 listed in Section 19.122.030.B of Article 7 of the Duarte Development Code requires a recommendation from the Architectural Review Board and approval from the Planning Commission for all new commercial construction; and

WHEREAS, on November 11, 2019, the Architectural Review Board reviewed the plans for ARB Case 2019-41 and recommended approval to the Planning Commission subject to conditions; and

WHEREAS, the Planning Commission of the City of Duarte ("Planning Commission") has considered the project proposal, which provides, among other provisions, for the construction of a new hotel development located at 1230 Huntington Drive; and

WHEREAS, the Planning Commission has considered the analysis and recommendation provided in the staff report and all of the information, evidence and public testimony received at the public meeting held on November 21, 2019.

NOW THEREFORE, the Planning Commission of the City of Duarte resolves as follows:

SECTION 1. RECITALS

All of the facts set forth in the Recitals of this Resolution are true and correct and incorporated herein by this reference.

SECTION 2. FINDINGS FOR SITE PLAN AND DESIGN REVIEW

The Planning Commission finds and determines as follows, findings for Site Plan and Design Review, as set forth in DDC Section 19.122.050 (E), as the proposed development is:

1. Consistent with the General Plan and is in compliance with all applicable provisions of the Duarte Development Code and all other City ordinances and regulations:

The project conforms to the goals and objectives of the General Plan and the regulations of the Town Center Specific Plan, including the intent and purpose, permitted uses, and other development standards. Furthermore, the project meets the overarching objectives of the Town Center Specific Plan by developing an appropriate mix of housing and commercial development to sustain the needs of the community and revitalize existing developments and transform vacant and underutilized properties to create a synergistic and lively town center.

2. To be constructed on a parcel that is adequate in shape, size, topography, and other circumstances to accommodate the proposed development:

The subject property consists of one parcel, 1.62 acres in size, which is adequate for the construction and operation of a hotel development of this size and style, as shown on the proposed plans. Furthermore, the project meets the development standards of the Town Center Specific Plan for Town Center Commercial Core designation under Area 1.

3. In compliance with the applicable criteria specified in Subsection 19.122.040(D), and the site is suitable for the proposed development; and

- a. *Compatibility. The project development has been designed in a manner that will provide a visual enhancement and improvement to the property, surrounding community, and Huntington Drive corridor. The development complies with the requirements outlined in the Town Center Specific Plan and is consistent with the vision, goals, and objectives of the Town Center Specific Plan.*
- b. *Architectural Design and Detail. The project is designed in a contemporary style with many traditional materials, creating a visual enhancement along Huntington Drive. The first floor and lobby portion of the hotel are clad in red brick, gray stone, and anodized aluminum to create a commercial storefront. Upper floors are presented in a smooth troweled stucco and corrugated metal wall panels. Two prominent tower elements flank both buildings, providing vertical relief and modulating building massing.*
- c. *Landscape, Lighting, Parking, Signs, and Other Design Details.*
 - *Equipment and Utilities. Existing overhead utility powerlines will be undergrounded. All new service and utilities will be installed in a manner that screens them from the public right-of-way. New equipment located on the roof will be screened behind parapet walls, ground-mounted in rear or side yard areas, or underground, and screened from the public right-of-way.*
 - *Fences/Walls. All fences and walls will be designed to complement the overall design*

of the project, while providing a sense of security. Walls, up to eight-feet in height, or other screening materials will require review and approval from the Planning Division prior to construction. Additionally, any new retaining walls will require plan check review and approval from the City's Building and Safety Department prior to construction.

- *Landscaping. The project includes the installation of landscape onsite throughout the entire property, and offsite along Huntington Drive. All landscape proposal will require separate review and approval to ensure the landscape areas have been designed to meet the intent and purpose of Chapter 19.40 (Landscaping) of the Duarte Development Code, and will complement the project by providing a welcoming appeal along Huntington Drive. Additionally, all new trees planted within the City right-of-way will require additional approval from the Public Works Division and must comply with the City's Huntington Drive Street Tree Plan.*
- *Lighting. The project does not include the approval of lighting. All future exterior lighting proposals will require separate review and approval as necessary to ensure the fixture complements the overall design of the project and the performance standards for outdoor lighting listed in Section 19.50.070 of the Duarte Development Code are complied with.*

Parking. The project includes a two-level subterranean parking garage that is available for guests, employees and meeting room use. The project has also elected the enhanced transportation demand management community benefit bonus, which provides multi-modal alternatives to vehicle usage. Parking for Phase II does not meet the current parking standards. A condition has been added that addresses parking for phase II before submittal of development plans, including options to allow flexible requirements to meet the then current standards. With the added conditions of approval related to parking, the project will provide adequate off-street parking.

- *Signs. The project does not include the approval of signs. All future signs will require separate review and approval from the Planning Division to ensure they meet the requirements of the Town Center Specific Plan.*

4. *Designed and arranged to provide adequate consideration to ensure the public health, safety, and general welfare, and to prevent adverse effects on neighboring property.*

The site is sufficient in size and shape to accommodate the hotel project. The project is part of the Town Center Specific Plan, Town Center Commercial Core designation, which encourages hotel development. The project also includes a variety of improvements such as a modified median island, two community benefit bonuses (public art and enhanced transportation demand management), and widened sidewalks with pedestrian lighting that are designed to enhance the overall project and create a stronger public and pedestrian connection. The project is suitable for the site and is unlikely to create any adverse impacts on the surrounding community.

SECTION 3. FINDINGS FOR ADMINISTRATIVE ADJUSTMENTS

The Planning Commission finds and determines as follows, findings for Administrative Adjustments, as set forth in Section 7.3.4 of the Town Center Specific Plan, as the proposed development is:

1. Development Area. The requested adjustment will not interfere with the purpose and intent of the regulations for the Development Area in which the property is located.

The slight reduction in street wall height will be accomplished through the integration of decorative and opaque railings that help to emulate the streetscape desired by the Specific Plan.

2. Adjacent Property. The approval or conditional approval of the adjustment will not be injurious to adjacent property.

The adjustment triggered a condition requiring more opaque railing materials, which will help to buffer balcony activities from residential uses to the west.

3. General Plan. The approval or conditional approval of the adjustment will promote the general welfare and will not adversely affect the general plan of the city.

The adjustment continues to promote the goals and objectives of both the Town Center Specific Plan and the Duarte General Plan.

4. Superior Design. The plans for construction and/or development resulting from approval or conditional approval of the adjustment results in a superior design solution which enhances the visual quality, use, and function of the site and surrounding area.

The use of a taller street wall or decorative and more opaque railing materials will enhance the design of the building and continue to allow functionality of the balcony space.

5. Special Circumstances. There are special circumstances that justify a deviation in the minimum required standard.

The proposed street wall serves as a second story balcony that helps to create visual interest in the building and fosters enlivening space in the Town Center area.

SECTION 4. CEQA DETERMINATION

This project is exempt from the California Environmental Quality Act (CEQA) pursuant to exemption in Section 15332, Class 32 of Title 14 of the California Code of Regulations. Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services.

SECTION 5. RECOMMENDATION

The Planning Commission approves Site Plan and Design Review Case 2019-41 based on the findings listed in Section 3 and 4, and the conditions of approval listed in "Exhibit G-1".

APPROVED, AND ADOPTED by the Planning Commission of the City of Duarte at a regular meeting held on the 21ST day of November 2019.

Paula Watson-Gardner, Chairperson
City of Duarte Planning Commission

ATTEST:

Craig Hensley, Community Development Director

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES } ss.
CITY OF DUARTE

I, Craig Hensley, Community Development Director of the City of Duarte, do hereby certify that the foregoing Resolution was adopted at a regular meeting of the Planning Commission of the City of Duarte held on November 21, 2019, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Craig Hensley, Community Development Director

EXHIBIT G-1

Conditions of Approval
Site Plan & Design Review Case 2019-41
1230 Huntington Drive - Hawthorne Suites Hotel

Site Planning/Circulation

1. The shared drive access easement between the project and the residential condominiums shall be repaired and/or replaced as determined by the City Engineer. A circulation and roadway improvement plan shall be provided to the City of Duarte for review and shall include improvements to all public roadways, driveways and access easements, sidewalks/pedestrian areas, and landscaped streetscaping associated with or impacted by the project. Said shared drive access easement shall be regularly cleaned, and maintained in good working order by the owner.
2. All entrances from public streets, entrances to the parking lot, drop-off areas, and crossing points for pedestrians and bicycle traffic shall be finished with special/decorative paving. A variation of paving colors, textures and materials shall be incorporated, as specified within the Town Center Specific Plan (TCSP). Details on the decorative paving shall be included with the roadway and circulation improvement plans mentioned above.
3. The shared drive access easement document shall be revised to address current ownership, maintenance, and cleaning, amongst other topics, as determined by the City Engineer. Revisions to the easement document shall be made, recorded, and proof of recordation provided to the City Engineer prior to reconstruction or repair of said easement.
4. The Monrovia Convalescent Hospital pole sign shall be removed prior to grading permit issuance.
5. The following conditions, as recommended by the project's traffic engineer, shall be incorporated into the project plans submitted into Plan Check, subject to City Engineer approval:
 - a. Modify existing center median on Huntington Drive to accommodate the re-alignment of the project access/alley driveway, per the conceptual recommendations shown in Exhibit D of the RK Engineering Group Circulation and Traffic Assessment.
 - b. Provide a minimum 90' westbound left turn storage pocket with 50' of transition on Huntington Drive at the project access driveway/alley.
 - c. In order to accommodate larger trucks, emergency vehicles and trash/delivery trucks, the driveway alignment shall be redesigned to intersect Huntington Drive at a more direct approach and right angle. This will allow vehicles to exit the site without having to swing into oncoming traffic to complete a right turn. A 90-degree intersection also improves corner sight distance.
 - d. Install stop sign, stop bar and stop legend on the project access driveway/alley at the intersection of Huntington Drive.
 - e. Sight distance at all project access points shall be established and maintained per City of Duarte design standards.
 - f. Traffic operations at the project site should be reviewed and monitored once the project is operational, and in particular at the intersection of Huntington Drive and the Alley. Should left turn movements from the alley become an issue, the project should perform

- a follow-up analysis to address any problems and potentially restrict left-turn movement onto Huntington Drive.
- g. Should the City request bulb-outs to be installed on Huntington Drive, a painted transition shall be installed to the west of the project driveway, as shown in Exhibit E of the RK Engineering Group Circulation and Traffic Assessment.
 - h. Install a rolled curb along the outside edge of the drop-off/roundabout to accommodate any over-swing incurred by large emergency vehicles.
 - i. The final site plan should be reviewed by the Los Angeles County Fire Authority, the local waste management provider and City staff to ensure the site meets all applicable standards and requirements.
 - j. Provide pedestrian access points and sidewalks from the site to Huntington Drive.
6. The sidewalk along Huntington Drive shall be replaced and widened by two feet (2') in width for the full extent of the project boundary. Pedestrian-scale lighting, street trees, and public street furniture shall be installed along the full extent of the project boundary, as part of the sidewalk improvements, pursuant to the requirements of the Town Center Specific Plan. Said improvements shall be incorporated into civil plans submitted to the City Engineer.
 7. Direct and ADA compliant access from Huntington Drive and the parking lot to the Café should be incorporated into the project's design, which may include the need for inclusion of a sidewalk along the west side of the phase I building.
 8. Red curb or no parking signs shall be installed and maintained on the 28' wide shared access drive easement, subject to review and approval of the City Engineer.
 9. The project shall provide undergrounding of new and existing power and telephone lines within the street right-of-way adjacent to the property being developed, as related to and further discussed in Chapter 16.30.010 of the Duarte Municipal Code. The City Engineer may allow for the payment of an in-lieu fee for the undergrounding of said lines, depending upon the scheduling of undergrounding projects within the vicinity, and in coordination with local utility companies.
 10. Parking for Phase II shall be discussed and agreed upon by the Planning Division prior to submittal of the Phase II development drawings. Parking may be addressed in any manner permitted by the then current parking requirements, including but not limited to: valet, joint and/or shared parking, and/or a parking study conducted by a professional traffic engineer. Future parking options may require additional entitlements.
 11. Parking operations within the parking lot associated with the hotel should be included into a Parking Management Plan (PMP), that is reviewed and approved prior to certificate of occupancy issuance. Parking operations should incorporate ideas on how to manage parking for the hotel and related on-site uses, interim parking during construction of Phase II, access to and from parking lots and private roadways, and hotel and/or shuttle parking associated with the hotel. Valet, joint and shared parking require separate review and approval, as directed by the TCSP and Duarte DDC.
 12. The parking shall be constructed in substantial compliance with the approved conceptual plans, conditions of approval and the requirements of the TCSP, including parking stall width and depth, aisle depth, and adequate turn-around areas for efficient circulation. A separate parking lot plan shall be submitted to the Public Works Division and Planning Division for review prior to Building plan check submittal.

13. Proper headlight glare screening shall be incorporated into the surface parking lot design along the perimeter of the parking area with the use of landscaping, landscape berms or low walls at a minimum height of 42 inches.
14. Any proposal to install photovoltaic canopy panels shall require separate review and approval from the City of Duarte prior to beginning Building and Safety plan check. Details on the photovoltaic canopy, including height, location, color and material finishes, among others, shall be provided for review.
15. Any proposal to install vehicle control gates or other similar devices shall be reviewed and approved by the City Engineer prior installation or use.
16. The surface parking lot shall include adequate lighting to ensure the safety and security of vehicles and pedestrians. Lighting shall be designed to be prevent direct glare or reflections onto adjacent properties and rights-of-way. An exterior lighting plan, prepared by an electrical engineer or other lighting professional accepted by the City, shall be provided to the City of Duarte for review prior to Building and Safety plan check and shall include cut-section drawings, manufacturers brochures, illumination levels/lighting distribution, and any additional information as needed for all proposed exterior lighting. Separate review fees shall apply.
17. If proposed, provide details on the installation of the electric vehicle charging stations. The placement of the charging stations shall not impede into the minimum required dimensions of parking stalls.
18. Additional landscape screening and enhancement will need to occur at: the west side of the Phase II building, south side of the Phase II building, along the east property line abutting the pool, and near the transformer. Such enhancement may need to include green screens, landscape walls, cascading plants, and/or privacy landscaping, as to be included in and approved as part of the landscape plan.
19. Adequate soil depth shall be provided within the building's front setback to allow the growth of landscaping, including trees. As such, the subterranean level of the phase I building shall be moved back to the front setback line, or the soil depth shall be increased to a dimension to be determined by the project engineer and landscape architect and approved by the City Engineer and Planning Division.
20. A complete landscape and irrigation plan, prepared by a licensed landscape architect, shall be submitted to the Planning Division for review and approval prior to permit issuance. All landscape areas shall be permanently landscaped and irrigated with a variety of drought-tolerant plants, shrubs, ground cover, large and/or small canopy trees, and decorative hardscape material. All landscaping and irrigation shall comply with development standards listed in Chapter 3, and abide by the design guidelines in Chapter 4 of the TCSP. Separate review fees shall apply.
21. A complete hardscape and outdoor furnishings plan, prepared by a landscape architect, shall be submitted to the Planning Division for review and approval prior to permit issuance. Required bicycle parking, per the TCSP, and bicycle rack or locker designs should be incorporated into the plan. The plan shall also include cut-section drawings, manufacturer brochures, and or samples/swatches (if necessary), and any additional information as

needed to depict proposed hardscapes and furnishings. Said plan shall be designed in concert with the design guidelines in Chapter 4 of the TCSP. Separate review fees shall apply.

22. Walls up to eight-feet (8') in height or another approved alternative, shall be incorporated into the project plans along the east property line, specifically to provide privacy for the pool area, and to better screen the abutting gas station and office buildings.
23. A wall, fence, and/or gate plan shall be submitted to the Planning Division for review and approval prior to permit issuance. Walls/fences/gates shall contain a decorative design using decorative and high-quality materials. All walls shall be constructed to provide security and separation between adjacent properties.

Architectural/Design/Color & Materials

24. The front street wall must be increased in height and/or the balcony railing will need to be decorative with an increase in opacity. Final design details of front elevation balcony wall and railing shall be reviewed and approved by the Community Development Director prior to plan check submittal.
25. The elevations of the entire building shall be reviewed and approved by the Planning Division prior to permit issuance. Final review shall include approval of the color palette, placement of colors, and all finished building materials, including but not limited to the type, color, texture, and/or placement. All finished building materials incorporated into the building design shall be of high quality and high durability, and shall take into consideration locations that may be more vulnerable to damage or potential maintenance concerns. Final building design, colors and materials shall be in substantial compliance with the conceptual plans, and color and material palette approved by the Duarte Architectural Review Board.
26. All windows and doors, including commercial storefronts, shall require final approval from the Planning Division prior to permit issuance. A separate window and door plan with an accurate window and door schedule shall be provided to the Planning Division for review prior to submitting to Building and Safety plan check. The schedule shall list the window and door types and their locations. The plan shall include all necessary details on the type, color, and material of all proposed windows and doors; sections/detail drawings depicting the use of trims, moldings, mullions, and storefront systems (including kick plates where appropriate).
27. Any trash enclosures (not located within the building), ground-level mechanical and utility screening, and similar screening elements shall require final approval from the Planning Division prior to permit issuance.
28. All signs shall require separate review and approval. All signs shall be designed in compliance with Chapter 3.6.14 of the TCSP.
29. Exterior, architectural building lighting shall be incorporated into the project. Exterior lighting, including site, parking and architectural building, shall require final approval from the Planning Division prior to issuance of building permits. Lighting fixtures shall be of high quality and decorative form and shall be designed to prevent offsite glare. A lighting plan with a photometric analysis prepared by licensed engineer or approved equivalent shall be

provided to the Planning Division for review and. The lighting plan shall include cut-section drawings, manufacture brochure, illumination levels/lighting distribution, and any additional information as needed. Separate review fees may apply.

30. Provide a mechanical screening plan as part of the development plan package submitted into the Plan Check process, which should show, at minimum: placement, location and height of proposed mechanical equipment, and related parapets, mansards or other architectural screens.
31. Mechanical equipment and related ducts, vents and other apparatus, including HVAC, shall be screened from public view. Vents, pipes, caps, hoods, and other roof penetrations that must be installed on the roof shall be painted or finished to match the roof color.

Public Works

32. The LID Plan shall be under the review and approval authority of the City of Duarte Engineer. The following shall be prepared by a professional registered engineer and submitted to the Engineering/Public Works Division for review:
 - a. LID Plan. A Low Impact Development (LID) Plan shall be submitted to the Engineering/Public Works Division for review. The LID plan shall provide a comprehensive and technical discussion of how the proposed project will comply with the City's stormwater program requirements. LID Guidance and implementation can be obtained from Los Angeles County Public Works LID Standards Manual. Contact the Duarte Public Works Division for more information. The LID plan shall be approved prior issuance of grading permits.
 - b. Civil Plans. Two sets of complete civil plans shall be submitted to the Engineering/Public Works Division for review, accurately showing all existing public improvements near the subject development (i.e., street lights, signs, utility vaults and boxes, bus stops, street trees, catch basins, etc.) and shall clearly indicating any proposed modifications to the existing public improvements. Such proposed modifications to the public improvements shall require approval from the City Engineer and Community Development Director prior to issuance of any building permit and/or grading permit.
 - c. Soils/Geology report and Hydrology Study.
 - d. A detailed grading and drainage plan, including all supporting information and design criteria. The grading and drainage plan shall be approved by the City Engineer prior to the issuance of a grading permit.
 - e. A detailed utility plan, including transformer, backflow and FPV valve locations.
33. The property owner/developer shall replace the sidewalk adjacent to the project site on Huntington Drive for the full extent of project site boundaries (from east PL to west PL), , which may include the curb and gutter as needed, including any damages as a result of construction. The sidewalk shall be widened an additional two feet and contain a separate decorative color and/or design as required by the Town Center Specific Plan. The sidewalks shall be constructed with concrete; the public portion of the sidewalk may require integrally colored concrete. Contact the Public Works Division for details on the specific concrete color.
34. The property owner/developer shall construct new driveway approaches on Huntington Drive according to City standards. Decorative stamped concrete shall be installed behind

the approach. The driveway approach and ramps shall be approved by the City Engineer prior to construction and shall require the issuance of a public right-of-way permit. The approach and driveway shall be designed to ensure the safety of vehicles entering and exiting the parking garage, as well as pedestrians crossing the driveway.

35. All trees within the City right-of-way along Huntington Drive shall be replaced and/or installed pursuant to the City's adopted Street Tree Plan for Huntington Drive; all sidewalk tree wells shall be consistent with the City's tree well design, as noted in the design guidelines of the Town Center Specific Plan and shall require a right of way permit from the Public Works Division prior to installation.
36. The property owner/developer shall construct bulbout(s) and/or parklet(s) along the frontage of the property, pursuant to the guidelines of the Ch. 4 of the Town Center Specific Plan, and subject to review and approval of the City Engineer prior to construction, and shall require the issuance of a public right-of-way permit.
37. All utility facilities within the public right of way including but not limited to conduit, cable, cabinets, transformers, control boxes, etc. shall be placed underground with any access panels flush with the ground surface. If there are physical constraints restricting the placement of utility facilities underground, the developer shall provide clear engineering reasons why above ground facilities cannot be installed with underground vaults/handholes. Additionally, all utility services stubbed to the site that will not be used to serve the development shall be properly abandoned. The applicant/owner shall provide a master utility map to the City of Duarte for review prior to installation.
38. The property owner shall obtain an encroachment permit from the Public Works Division for any encroachments into and/or over the public right of way. A plan showing any proposed encroachments, including height/clearance and the distance of the encroachment, shall be provided to the Public Works Division for approval prior to issuance of building permits.
39. All trenching/potholing/street cuts shall be fixed permanently within five (5) working days following the completion and acceptance of the backfill, or as otherwise approved by the City Engineer. Two inches of temporary asphalt concrete is required immediately following completion of the backfill. If plates are necessary, they shall be placed flush to the road surface and tack welded together if two or more plates are used. If plates are necessary, then under no circumstance shall a trench remain plated longer than 48 hours, or as otherwise approved by the City Engineer.
40. Connector Pipe Units shall be installed in all catch basins along the project site, if applicable. All installations shall be inspected/verified by the Public Works Division prior to issuance of Certificate of Occupancy.
41. Traffic control work (delineation and signage) shall comply with the California Manual on Uniform Traffic Control Devices. A traffic control plan shall be submitted to the Public Works Division for review and approved prior to beginning construction and/or grading.
42. The applicant/owner and all representatives shall comply with the National Pollution Discharge Elimination System (NPDES) Permit No. CAS004001, Order No. R4-2012-075, and amendments, issued by the California Regional Water Quality Control Board, Los Angeles Region. Construction activities that disturb one acre or more are regulated under the NPDES stormwater program. Operators of regulated construction sites are required to

develop and implement a Stormwater Pollution Prevention Plan (SWPPP) and to obtain a Construction General Permit (NOI) from the State Water Resources Control Board to discharge stormwater. A copy of the permit shall be provided to the Public Works Division to keep on file and ensure compliance.

43. The applicant/owner is responsible for implementing the following Best Management Practices (BMPs). These, as well as any other applicable measure shall be included in the SWPPP and implemented as approved by the Duarte City Engineer:
 - a. Install filter materials (such as sandbags, filter fabric, etc.) at the storm drain inlet nearest the downstream side of the project site in order to retain any debris or dirt flowing in the storm drain system. Maintain and/or replace filter materials to ensure effectiveness and to prevent street flooding.
 - b. Ensure that concrete supply trucks or concrete/plaster operations do not discharge wash water into street, gutters, or storm drains.
 - c. Concrete wash area: Locate wash out areas away from the storm drains and open ditches, construct a temporary pit large enough to store the liquid and solid waste, clean pit by allowing concrete to set, breaking up the concrete, then recycling or disposing of properly.
44. Vehicular access to public streets and residential driveways shall remain unobstructed during the construction period.
45. The applicant/owner shall incorporate and comply with all regulations, policies and standards regarding water, sewer, and storm water.
46. Sewer connection fees shall be paid directly to the Los Angeles County Sanitation District. Proof of payment shall be provided prior to issuance of the grading permit.

General

47. A final inspection shall be made by the Planning Division prior to final of any building permits to ensure that all conditions have been met.
48. Any revisions to the site plan, elevations, colors, and materials in addition to those listed as conditions of approval, shall be reviewed and approved by the Planning Division prior to installation; such changes may require review and approval from the Architectural Review Board.
49. The buildings have been proposed as a Tier 3 Community Benefit Bonus project, and are required to choose a minimum of two community benefits. The project has elected for the following:
 - a. Public Art – Decorative cut metal panels, or public art as otherwise approved, on the upper portions of the west and/or east of the Phase I building. Said public art shall be detailed and provided as a separate review submittal and be approved by the Architectural Review Board prior to the completion of the plan check process. Changes to the approved application of public art shall require review and approval of the Architectural Review Board.
 - i. Public art shall not be commercial in nature.

- ii. Public art shall maintain the primary purpose of the display of visual art, including but not limited to paintings, prints, photographs, fountains, and sculptures.
 - iii. Public art shall be an original, creative work by an individual or group.
 - iv. Public art shall be placed in a highly visible and accessible location either on public or private property.
 - v. Public art shall be valued at one-half of one percent (0.5%) of the cost of construction over \$100,000. Optionally, developers may contribute an amount equal to the value of the required art to the City or donate a comparably valued piece of art to the City.
 - b. Enhanced Transportation Demand Management Program – Approved in concept as described on the attached Incentives Plan.
 - i. Prior to certificate of occupancy issuance, the applicant shall prepare and provide a complete and detailed Enhanced Transportation Demand Management Plan for review and approval by the Community Development Director. Said plan should include and expand upon the programs and benefits explained conceptually in the Incentives Plan.
 - ii. A fully functioning Enhanced Transportation Demand Management Program shall begin upon issuance of a certificate of occupancy.
 - iii. A minimum five-year commitment to the Enhanced Transportation Demand Management Program is required.
 - iv. An annual report of the Enhanced Transportation Demand Management Program shall be provided to the Planning Division for review at the end of each calendar year. Details on the metrics and information contained in the annual report shall be further described in the Enhanced Transportation Demand Management Plan.
 - v. The City shall have the right to audit or inspect elements of the Enhanced Transportation Demand Management Program at the City's request.
50. All landscape areas shall be permanently landscaped and irrigated with a variety of drought-tolerant plants, shrubs, ground cover, large and/or small canopy trees, and decorative hardscape material.
51. All utilities for direct service to the project shall be installed underground and concealed from view, as approved by the Planning Division.
52. This project is subject to the requirements of Chapter 6.10 of the Duarte Municipal Code, Diversion and Demolition Waste. Prior to the issuance of any permits, the applicant shall submit a Construction and Demolition Diversion Plan and required security deposit.
53. Construction of the project shall comply with applicable City noise ordinances. Construction activities, deliveries and haul-off will only be permitted from 7:00 a.m. to 7:00 p.m., Monday through Saturday, including Federal holidays. No construction related idling of engines or other disturbances shall occur outside of noted work hours.
54. The project shall comply with all the regulations of the Town Center Commercial Core designation (Area 1) of the Town Center Specific Plan, the Duarte Development Code, and the Duarte Municipal Code, including the intent and purpose, permitted uses, development standards, and any other applicable sections.

55. Prior to issuing permits, any required school fees shall be paid directly to Duarte Unified School District and proof of payment provided to the City. Contact Duarte Unified School District for more information.
56. Plans and all required plan check fees shall be submitted to the Community Development Department for Building & Safety plan check prior to construction. Approval from Building & Safety shall be obtained prior to the issuance of permits. Construction drawings, including the site plan, elevations, and colors shall be consistent and in substantial compliance with the conceptual approval and any required conditions of the Planning Commission.
57. Any and all correction notice(s) generated through the plan check and/or inspection process is/are hereby incorporated by reference as conditions of approval and shall be fully complied with by the owner, applicant, and all agents thereof.
58. Building permits for all phases of the project must be issued within one-year from the date of approval from the Planning Commission or the application and approval shall expire.
59. The decision of the Architectural Review Board may be appealed to the Planning Commission within 15 days from the date of this letter. Said appeal must be in writing and filed with the City Clerk's office (DDC 19.144). The written appeal shall include reasons for the appeal.
60. That by acceptance of the approval of the project by the City, the applicant shall defend, indemnify and hold harmless the City of Duarte and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers and employees to challenge, set aside, void or annul the approval of the project or from any other action pertaining to this application or the granting of approval which may be brought within the time period provided for such actions or challenges under applicable law.

RESOLUTION PC 19-13

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF DUARTE APPROVING CONDITIONAL USE PERMIT 19-04, FOR THE TWENTY-FOUR-HOUR OPERATION OF A 178-ROOM HOTEL, WITH ASSOCIATED MEETING ROOMS, FOOD SERVICES, AND CAFÉ, LOCATED AT 1230 HUNTINGTON DRIVE

WHEREAS, the applicant is requesting approval for the 24-hour operation of a 178-room extended stay hotel, built over two phases, with 2,570 square feet (sf) of meeting space, 2,280 square feet breakfast/dining room, and a 1,478 café, currently proposed as a Hawthorne Suites by Wyndham, at 1230 Huntington Drive; and

WHEREAS, the project site is part of the Town Center Specific Plan zone, Town Center Commercial Core, Area 1 designation, which allow hotel uses with an approved conditional use permit; and

WHEREAS, Chapter 19.60.110 of the Duarte Development Code provides standards related to noise, lighting, glare or similar activities during late night hours or for twenty-four hour uses; and

WHEREAS the proposed hotel will be regulated under the requirements and conditions associated with this Resolution, which grants approval of a conditional use permit; and

WHEREAS, notice of a public hearing on the Conditional Use Permit 19-04 was given pursuant to Duarte Development Code Chapter 19.146 and in accordance with applicable State law; and

WHEREAS, the Planning Commission has considered the analysis and recommendation provided in the staff report for Conditional Use Permit application 19-04 and all the information, evidence and public testimony received at the public meeting held on November 21, 2019 at 7:00 p.m. in the City Council Chambers;

NOW THEREFORE, the Planning Commission of the City of Duarte resolves as follows:

SECTION 1. RECITALS

All the facts set forth in the Recitals of this Resolution are true and correct and incorporated herein by this reference.

SECTION 2. FINDINGS FOR CONDITIONAL USE PERMITS

The Planning Commission finds and determines as follows, findings for Conditional Use Permits, as set forth in DDC Section 19.114.040(B), as:

1. The proposed use is consistent with the General Plan;

The project conforms to the goals and objectives of the General Plan and the regulations of the Town Center Specific Plan Zone, including the intent and purpose, permitted uses, and other development standards. The use is also consistent with the land use goal by

providing compatible and harmonious land uses by providing a mix of uses consistent with projected future social, environmental, and economic conditions.

2. The proposed use is allowed within the subject zone and complies with all other applicable provisions of this Development Code and the Municipal Code;

A hotel is allowed within the Town Center Specific Plan Zone with an approved conditional use permit, as stated in Table 3-1 of the Town Center Specific Plan. Chapter 19.60.110 of the Duarte Development Code provides standards related to noise, lighting, glare or similar activities during late night hours or for twenty-four hour uses.

3. The design, location, size and operating characteristics of the proposed use are compatible with the allowed uses in the vicinity;

The project site is generally located midblock on the southerly side of Huntington Drive, one parcel west of Buena Vista Street. The site is accessible from Huntington Drive through a 28' wide drive access easement shared with the owners of the 12-unit residential condominium complex to the west of the project site. Other abutting properties include the Monrovia Convalescent Hospital to the south, Union 76 service station to the east, and the Buena Vista Marketplace Shopping Center to the north. The boundary closest to the abutting residential development is improved with a reconstructed or otherwise renovated paved access easement, landscaping, and at Phase II, minimal surface parking. Efforts to address proximity concerns with abutting residential properties include minimizing the amount of hotel room windows facing the condominiums in Phase I, and for Phase II, providing 85' setback from the building to the residences. Furthermore, conditions have been added to limiting outdoor uses abutting residential, restricting delivery periods, modify lighting to prevent off-site glare and minimizing use of balconies.

4. Operation of the use at the location proposed would not be detrimental to the harmonious and orderly growth of the City, or endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood of the proposed use;

The project is suitable for the proposed location, with the incorporation of conditions of approval that mitigate impacts related to the following uses: hotel, meeting rooms, and late night and 24-hour operations. These conditions are imposed to ensure the operation does not create any adverse impacts on the City or surrounding community.

5. The subject site is:
 - a. Physically suitable in terms of design, location, operating characteristics, shape, size, topography, and the provision of public and emergency vehicle (e.g. fire and medical) access and public services and utilities; and
 - b. Served by highways and streets adequate in width and improvement to carry the kind and quantity of traffic the proposed use would likely generate.

The site is 1.62 acres in size, with ingress/egress on Huntington Drive, provided through a 28' wide shared driveway access easement and an egress only driveway at the easterly portion of the project. The project site is physically suitable to support the existing development. Onsite circulation is maintained with double, two-way drive aisles into the hotel parking areas, fire lanes that provide access to parking stalls, and sufficient room for

emergency vehicle access. Conditions of approval have been included to provide for modifications to the median island and associated left-hand turn pocket, realignment of the Huntington Drive driveway, and the use of roll curb for certain areas to facilitate delivery and emergency vehicle turn movements.

SECTION 4. CEQA DETERMINATION

This project is exempt from the California Environmental Quality Act (CEQA) pursuant to exemption in Section 15332, Class 32 of Title 14 of the California Code of Regulations. Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services.

SECTION 5. RECOMMENDATION

The Planning Commission approves PC Resolution 19-13, based on the findings listed above and the conditions listed in "Exhibit F-1", and recommends approval of Conditional Use Permit 19-04, for the use and operation of a hotel, with associated meeting rooms, food services, and café, and late night/twenty-four hour uses located at 1230 Huntington drive.

APPROVED, AND ADOPTED by the Planning Commission of the City of Duarte at a regular meeting held on the 21st day of November 2019.

Paula Watson-Gardner, Chairperson
City of Duarte Planning Commission

ATTEST:

Craig Hensley, Community Development Director

CITY OF DUARTE
COUNTY OF LOS ANGELES } ss.
STATE OF CALIFORNIA

I, Craig Hensley, Secretary of the Planning Commission of the City of Duarte, do hereby certify that the foregoing Resolution was adopted at a regular meeting of the Planning Commission of the City of Duarte held on November 21, 2019, by the following vote:

AYES:

NOES:
ABSTAIN:
ABSENT:

Craig Hensley, Community Development Director

EXHIBIT F-1

Conditions of Approval
Conditional Use Permit 19-04
1230 Huntington Drive - Hawthorne Suites Hotel

1. This approval is for the operation of a hotel or extended stay hotel, not to exceed 178 rooms, currently proposed as a Hawthorne Suites by Wyndham. Associated uses include a 2,570 square feet of meeting space, 2,280 square feet breakfast/dining room, 1,478 square feet café, 662 square feet gym, outdoor pool, and, related functions, as presented in the staff report and project plans, and described in the applicant's business proposal statement, on file with the Planning Division.
2. Guests and hotel occupants shall not be permitted to register for periods of time longer than 30 days. Occupants may re-register for additional 30-day periods. The hotel operator shall not permit guests and/or occupants to attain tenant status.
3. Room cleaning services shall be provided on a regular basis. At minimum, rooms shall be cleaned each time a new guest registers and at least once a week for occupants that are staying for longer period of time.
4. The hotel operator shall comply with Chapter 3.05 (Transient Occupancy Tax) of the Duarte Municipal Code.
5. The lobby shall remain open on a 24-hour basis and be staffed by a minimum of two employees at any one time, one of which shall be part of hotel management staff. Said management staff shall be responsible for ensuring compliance with all conditions of this conditional use permit.
6. The breakfast/dining room/lounge area shall remain for the use of hotel guests only, and may not be rented out or used separately by outside groups.
7. The hotel and café are required to implement "quiet hours" between the hours of 7:00 a.m. and 10:00 p.m., which includes, but is not limited to restrictions on: playing music; idling vehicles for more than 5 minutes; use of the pool and associated outdoor area; and other noise-generating activities. Any related signage shall be approved by the Planning Division prior to installation.
8. The café may be used by the hotel or leased to an independent tenant, subject to Planning and Business License approvals.
9. Use of the outdoor dining area associated with the café shall be limited to the hours of 7:00 a.m. to 10 p.m.
10. Alcohol beverage sales or service have not been proposed at the time of project submittal, has not been analyzed by staff, and are, therefore, not permitted through this entitlement. If in the future alcoholic beverage service or sales is requested, a separate conditional use permit application would require Planning Commission approval.

11. Outdoor furnishings related to either the hotel or café, shall be cleaned, serviced, maintained and regularly replaced, and be free of damage; missing, peeling, and/or faded cracked paint; worn, torn, and/or faded materials.
12. Delivery hours shall be limited from 7:00 a.m. to 7:00 p.m.
13. Delivery vehicles are not permitted to honk or use other audible signals to summon or call hotel staff for services or loading activities. The Parking Management Plan shall include details on a system designed to facilitate delivery and loading activities and provide communications between the loading area and staff within the building.
14. Outdoor special events of any size, duration or intensity, and irrespective of whether located within a temporary structure or not; proposed within the project's surface parking lot, shall be approved through a temporary use permit prior to the event.
15. Project operations and activities shall be maintained at reasonable audible levels, not to exceed the City Noise Regulations outlined in Chapter 9.68 of the Duarte Municipal Code. Any substantiated complaints regarding noise, sound or other audible impacts may require submittal of an Noise Study provided to the Community Development Director to address any noise concerns and propose appropriate measures as needed to comply with the City's noise ordinance. The Noise Study shall be paid for by the applicant and prepared by a qualified consultant, to the satisfaction of the City. Continued concerns or violations may require a public hearing before the Planning Commission.
16. The business owner shall provide a security plan to the Community Development Department and Public Safety Department for review prior to certificate of occupancy issuance for each phase of the project. Cameras shall be installed on the exterior of the premises and subterranean levels capable of capturing footage of the parking lot(s), in locations approved by the Community Development and Public Safety Departments. The security plan shall include details on a closed circuit television system consisting of interior and exterior surveillance cameras and a digital video recorder (DVR) for recording surveillance camera footage. The security system hard drive shall save footage/data for a minimum of 30 days. The hard drive shall be locked and secured, and accessible only to the business owner and/or designees. All saved data shall be made available to the Public Safety Department and/or City personnel upon reasonable request. All components of the approved security plan shall be operational prior to implementing any new services allowed by this CUP and shall remain fully operational at all times. Any changes to the security system shall require review from the Community Development Department and Public Safety Department prior to implementing.
17. The property owner shall have the ability to post "No Trespassing" or other applicable penal code signs to allow necessary enforcement and/or removal of any activity that may deemed a public nuisance or jeopardize the health, safety and general welfare of the public. The location of the penal code signs shall be approved by the Planning Division prior to prior to installation.
18. Parking for Phase II shall be discussed and agreed upon by the Planning Division prior to submittal of the Phase II development drawings. Parking may be addressed in any manner permitted by the then current parking requirements, including but not limited to: valet, joint and/or shared parking, and/or a parking study conducted by a professional traffic engineer. Future parking options may require additional entitlements.

19. Parking operations within the parking lot associated with the hotel should be included into a Parking Management Plan, that is reviewed and approved by the Community Development Director prior to certificate of occupancy issuance. Parking operations should incorporate ideas on how to manage parking for the hotel and related on-site uses, interim parking during construction of Phase II, access to and from parking lots and private roadways, and hotel and/or shuttle parking associated with the hotel. Valet, joint and shared parking require separate review and approval, as directed by the Town Center Specific Plan and Duarte Development Code.
20. In the event the Conditional Use Permit is not actively exercised for a continuous period of twelve (12) months, after Certificate of Occupancy issuance for the hotel building, the Conditional Use Permit and approval shall become invalid.
21. Any expansion or modification to the approved use as part of this conditional use permit, including but not limited to any substantial changes to the floor plan, additional services, transition from satellite location to main temple, or other changes that may affect or intensify the business operation shall be reviewed by the Planning Division, and may require Planning Commission approval of a new conditional use permit.
22. The project shall comply with all regulations of the Town Center Specific Plan zone, and any other applicable sections of both the Duarte Development Code and Duarte Municipal Code.
23. This CUP may be called for review or revocation at any time by City Staff, City Council, or Planning Commission if a violation of the approved conditions is alleged, or if it is alleged that project operations are creating a public nuisance, as substantiated by the LA County Sheriff's Department, Public Safety Department, or any other City Department. The applicant and successors shall operate the subject premises in a safe and sanitary manner at all times. Such review of the CUP may include any remedy available to the City that will prevent negative impacts on the property and surrounding developments. Problems or continued/repeated violations of any Municipal Code, conditions of approval or any other governmental regulations may be grounds for initiation of proceedings for the revocation of this CUP before the Planning Commission pursuant to Section 19.152.030 of the Duarte Development Code.
24. This entitlement shall be contingent upon the privileges being utilized within 12 months from the issuance of a Certificate of Occupancy for the hotel building.
25. The decision of the Planning Commission may be appealed to the City Council within 15 days of the Planning Commission's decision. Said appeal must be in writing and filed with fees paid to the City Clerk's Office. The written appeal shall include reasons for the appeal.
26. That by acceptance of the approval of the project by the City, the applicant shall defend, indemnify and hold harmless the City of Duarte and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers and employees to challenge, set aside, void or annul the approval of the project or from any other action pertaining to this application or the granting of this conditional use permit which may be brought within the time period provided for such actions or challenges under applicable law.

RESOLUTION PC 19-14

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF DUARTE DETERMINING THAT THE PROPOSED CONSTRUCTION OF A NEW HOTEL LOCATED WITHIN THE TOWN CENTER SPECIFIC PLAN AT 1230 HUNTINGTON DRIVE MEETS THE REQUIRED FINDINGS UNDER DUARTE DEVELOPMENT CODE SECTION 19.122.050(E) AND CONFORMS TO THE APPLICABLE STANDARDS IN DUARTE DEVELOPMENT CODE SECTIONS 19.122.040 & 19.44.010 AND THUS APPROVES SITE PLAN AND DESIGN REVIEW CASE 2019-41, SUBJECT TO CONDITIONS

WHEREAS, the applicant is requesting approval for the 24-hour operation of a 178-room extended stay hotel, built over two phases, with 2,570 square feet (sf) of meeting space, 2,280 square feet breakfast/dining room, and a 1,478 café, currently proposed as a Hawthorne Suites by Wyndham, at 1230 Huntington Drive; and

WHEREAS, the project site is part of the Town Center Specific Plan zone, Town Center Commercial Core, Area 1 designation, which provides standards and guidelines for commercial developments; and

WHEREAS, the proposed project requires the approval of a Tier 3 Community Benefits Plan, which include two selected community benefits, Public Art and Enhanced Transportation Demand Management, pursuant to Section 3.5.1 and 3.5.2 of the Town Center Specific Plan; and

WHEREAS, Section 7.3.4 (Review and Approval Process) of the Town Center Specific Plan requires all projects proposed within the Specific Plan area to comply with Article 7 of the Duarte Development Code for review requirements and process for approval; and

WHEREAS, Section 7.3.4 (Administrative Adjustments) of the Town Center Specific Plan requires the justification of findings for an Administrative Adjustment, which is being considered for the front building setback; and

WHEREAS, Table 7-2 listed in Section 19.122.030.B of Article 7 of the Duarte Development Code requires a recommendation from the Architectural Review Board and approval from the Planning Commission for all new commercial construction; and

WHEREAS, on November 11, 2019, the Architectural Review Board reviewed the plans for ARB Case 2019-41 and recommended approval to the Planning Commission subject to conditions; and

WHEREAS, the Planning Commission of the City of Duarte ("Planning Commission") has considered the project proposal, which provides, among other provisions, for the construction of a new hotel development located at 1230 Huntington Drive; and

WHEREAS, the Planning Commission has considered the analysis and recommendation provided in the staff report and all of the information, evidence and public testimony received at the public meeting held on November 21, 2019.

NOW THEREFORE, the Planning Commission of the City of Duarte resolves as follows:

SECTION 1. RECITALS

All of the facts set forth in the Recitals of this Resolution are true and correct and incorporated herein by this reference.

SECTION 2. FINDINGS FOR SITE PLAN AND DESIGN REVIEW

The Planning Commission finds and determines as follows, findings for Site Plan and Design Review, as set forth in DDC Section 19.122.050 (E), as the proposed development is:

1. Consistent with the General Plan and is in compliance with all applicable provisions of the Duarte Development Code and all other City ordinances and regulations:

The project conforms to the goals and objectives of the General Plan and the regulations of the Town Center Specific Plan, including the intent and purpose, permitted uses, and other development standards. Furthermore, the project meets the overarching objectives of the Town Center Specific Plan by developing an appropriate mix of housing and commercial development to sustain the needs of the community and revitalize existing developments and transform vacant and underutilized properties to create a synergistic and lively town center.

2. To be constructed on a parcel that is adequate in shape, size, topography, and other circumstances to accommodate the proposed development:

The subject property consists of one parcel, 1.62 acres in size, which is adequate for the construction and operation of a hotel development of this size and style, as shown on the proposed plans. Furthermore, the project meets the development standards of the Town Center Specific Plan for Town Center Commercial Core designation under Area 1.

3. In compliance with the applicable criteria specified in Subsection 19.122.040(D), and the site is suitable for the proposed development; and

- a. *Compatibility. The project development has been designed in a manner that will provide a visual enhancement and improvement to the property, surrounding community, and Huntington Drive corridor. The development complies with the requirements outlined in the Town Center Specific Plan and is consistent with the vision, goals, and objectives of the Town Center Specific Plan.*
- b. *Architectural Design and Detail. The project is designed in a contemporary style with many traditional materials, creating a visual enhancement along Huntington Drive. The first floor and lobby portion of the hotel are clad in red brick, gray stone, and anodized aluminum to create a commercial storefront. Upper floors are presented in a smooth troweled stucco and corrugated metal wall panels. Two prominent tower elements flank both buildings, providing vertical relief and modulating building massing.*
- c. *Landscape, Lighting, Parking, Signs, and Other Design Details.*
 - *Equipment and Utilities. Existing overhead utility powerlines will be undergrounded. All new service and utilities will be installed in a manner that screens them from the public right-of-way. New equipment located on the roof will be screened behind parapet walls, ground-mounted in rear or side yard areas, or underground, and screened from the public right-of-way.*
 - *Fences/Walls. All fences and walls will be designed to complement the overall design*

of the project, while providing a sense of security. Walls, up to eight-feet in height, or other screening materials will require review and approval from the Planning Division prior to construction. Additionally, any new retaining walls will require plan check review and approval from the City's Building and Safety Department prior to construction.

- *Landscaping. The project includes the installation of landscape onsite throughout the entire property, and offsite along Huntington Drive. All landscape proposal will require separate review and approval to ensure the landscape areas have been designed to meet the intent and purpose of Chapter 19.40 (Landscaping) of the Duarte Development Code, and will complement the project by providing a welcoming appeal along Huntington Drive. Additionally, all new trees planted within the City right-of-way will require additional approval from the Public Works Division and must comply with the City's Huntington Drive Street Tree Plan.*
- *Lighting. The project does not include the approval of lighting. All future exterior lighting proposals will require separate review and approval as necessary to ensure the fixture complements the overall design of the project and the performance standards for outdoor lighting listed in Section 19.50.070 of the Duarte Development Code are complied with.*

Parking. The project includes a two-level subterranean parking garage that is available for guests, employees and meeting room use. The project has also elected the enhanced transportation demand management community benefit bonus, which provides multi-modal alternatives to vehicle usage. Parking for Phase II does not meet the current parking standards. A condition has been added that addresses parking for phase II before submittal of development plans, including options to allow flexible requirements to meet the then current standards. With the added conditions of approval related to parking, the project will provide adequate off-street parking.

- *Signs. The project does not include the approval of signs. All future signs will require separate review and approval from the Planning Division to ensure they meet the requirements of the Town Center Specific Plan.*

4. *Designed and arranged to provide adequate consideration to ensure the public health, safety, and general welfare, and to prevent adverse effects on neighboring property.*

The site is sufficient in size and shape to accommodate the hotel project. The project is part of the Town Center Specific Plan, Town Center Commercial Core designation, which encourages hotel development. The project also includes a variety of improvements such as a modified median island, two community benefit bonuses (public art and enhanced transportation demand management), and widened sidewalks with pedestrian lighting that are designed to enhance the overall project and create a stronger public and pedestrian connection. The project is suitable for the site and is unlikely to create any adverse impacts on the surrounding community.

SECTION 3. FINDINGS FOR ADMINISTRATIVE ADJUSTMENTS

The Planning Commission finds and determines as follows, findings for Administrative Adjustments, as set forth in Section 7.3.4 of the Town Center Specific Plan, as the proposed development is:

1. Development Area. The requested adjustment will not interfere with the purpose and intent of the regulations for the Development Area in which the property is located.

The slight reduction in street wall height will be accomplished through the integration of decorative and opaque railings that help to emulate the streetscape desired by the Specific Plan.

2. Adjacent Property. The approval or conditional approval of the adjustment will not be injurious to adjacent property.

The adjustment triggered a condition requiring more opaque railing materials, which will help to buffer balcony activities from residential uses to the west.

3. General Plan. The approval or conditional approval of the adjustment will promote the general welfare and will not adversely affect the general plan of the city.

The adjustment continues to promote the goals and objectives of both the Town Center Specific Plan and the Duarte General Plan.

4. Superior Design. The plans for construction and/or development resulting from approval or conditional approval of the adjustment results in a superior design solution which enhances the visual quality, use, and function of the site and surrounding area.

The use of a taller street wall or decorative and more opaque railing materials will enhance the design of the building and continue to allow functionality of the balcony space.

5. Special Circumstances. There are special circumstances that justify a deviation in the minimum required standard.

The proposed street wall serves as a second story balcony that helps to create visual interest in the building and fosters enlivening space in the Town Center area.

SECTION 4. CEQA DETERMINATION

This project is exempt from the California Environmental Quality Act (CEQA) pursuant to exemption in Section 15332, Class 32 of Title 14 of the California Code of Regulations. Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services.

SECTION 5. RECOMMENDATION

The Planning Commission approves Site Plan and Design Review Case 2019-41 based on the findings listed in Section 3 and 4, and the conditions of approval listed in "Exhibit G-1".

APPROVED, AND ADOPTED by the Planning Commission of the City of Duarte at a regular meeting held on the 21ST day of November 2019.

Paula Watson-Gardner, Chairperson
City of Duarte Planning Commission

ATTEST:

Craig Hensley, Community Development Director

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES } ss.
CITY OF DUARTE

I, Craig Hensley, Community Development Director of the City of Duarte, do hereby certify that the foregoing Resolution was adopted at a regular meeting of the Planning Commission of the City of Duarte held on November 21, 2019, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Craig Hensley, Community Development Director

EXHIBIT G-1

Conditions of Approval
Site Plan & Design Review Case 2019-41
1230 Huntington Drive - Hawthorne Suites Hotel

Site Planning/Circulation

1. The shared drive access easement between the project and the residential condominiums shall be repaired and/or replaced as determined by the City Engineer. A circulation and roadway improvement plan shall be provided to the City of Duarte for review and shall include improvements to all public roadways, driveways and access easements, sidewalks/pedestrian areas, and landscaped streetscaping associated with or impacted by the project. Said shared drive access easement shall be regularly cleaned, and maintained in good working order by the owner.
2. All entrances from public streets, entrances to the parking lot, drop-off areas, and crossing points for pedestrians and bicycle traffic shall be finished with special/decorative paving. A variation of paving colors, textures and materials shall be incorporated, as specified within the Town Center Specific Plan (TCSP). Details on the decorative paving shall be included with the roadway and circulation improvement plans mentioned above.
3. The shared drive access easement document shall be revised to address current ownership, maintenance, and cleaning, amongst other topics, as determined by the City Engineer. Revisions to the easement document shall be made, recorded, and proof of recordation provided to the City Engineer prior to reconstruction or repair of said easement.
4. The Monrovia Convalescent Hospital pole sign shall be removed prior to grading permit issuance.
5. The following conditions, as recommended by the project's traffic engineer, shall be incorporated into the project plans submitted into Plan Check, subject to City Engineer approval:
 - a. Modify existing center median on Huntington Drive to accommodate the re-alignment of the project access/alley driveway, per the conceptual recommendations shown in Exhibit D of the RK Engineering Group Circulation and Traffic Assessment.
 - b. Provide a minimum 90' westbound left turn storage pocket with 50' of transition on Huntington Drive at the project access driveway/alley.
 - c. In order to accommodate larger trucks, emergency vehicles and trash/delivery trucks, the driveway alignment shall be redesigned to intersect Huntington Drive at a more direct approach and right angle. This will allow vehicles to exit the site without having to swing into oncoming traffic to complete a right turn. A 90-degree intersection also improves corner sight distance.
 - d. Install stop sign, stop bar and stop legend on the project access driveway/alley at the intersection of Huntington Drive.
 - e. Sight distance at all project access points shall be established and maintained per City of Duarte design standards.
 - f. Traffic operations at the project site should be reviewed and monitored once the project is operational, and in particular at the intersection of Huntington Drive and the Alley. Should left turn movements from the alley become an issue, the project should perform

- a follow-up analysis to address any problems and potentially restrict left-turn movement onto Huntington Drive.
- g. Should the City request bulb-outs to be installed on Huntington Drive, a painted transition shall be installed to the west of the project driveway, as shown in Exhibit E of the RK Engineering Group Circulation and Traffic Assessment.
 - h. Install a rolled curb along the outside edge of the drop-off/roundabout to accommodate any over-swing incurred by large emergency vehicles.
 - i. The final site plan should be reviewed by the Los Angeles County Fire Authority, the local waste management provider and City staff to ensure the site meets all applicable standards and requirements.
 - j. Provide pedestrian access points and sidewalks from the site to Huntington Drive.
6. The sidewalk along Huntington Drive shall be replaced and widened by two feet (2') in width for the full extent of the project boundary. Pedestrian-scale lighting, street trees, and public street furniture shall be installed along the full extent of the project boundary, as part of the sidewalk improvements, pursuant to the requirements of the Town Center Specific Plan. Said improvements shall be incorporated into civil plans submitted to the City Engineer.
 7. Direct and ADA compliant access from Huntington Drive and the parking lot to the Café should be incorporated into the project's design, which may include the need for inclusion of a sidewalk along the west side of the phase I building.
 8. Red curb or no parking signs shall be installed and maintained on the 28' wide shared access drive easement, subject to review and approval of the City Engineer.
 9. The project shall provide undergrounding of new and existing power and telephone lines within the street right-of-way adjacent to the property being developed, as related to and further discussed in Chapter 16.30.010 of the Duarte Municipal Code. The City Engineer may allow for the payment of an in-lieu fee for the undergrounding of said lines, depending upon the scheduling of undergrounding projects within the vicinity, and in coordination with local utility companies.
 10. Parking for Phase II shall be discussed and agreed upon by the Planning Division prior to submittal of the Phase II development drawings. Parking may be addressed in any manner permitted by the then current parking requirements, including but not limited to: valet, joint and/or shared parking, and/or a parking study conducted by a professional traffic engineer. Future parking options may require additional entitlements.
 11. Parking operations within the parking lot associated with the hotel should be included into a Parking Management Plan (PMP), that is reviewed and approved prior to certificate of occupancy issuance. Parking operations should incorporate ideas on how to manage parking for the hotel and related on-site uses, interim parking during construction of Phase II, access to and from parking lots and private roadways, and hotel and/or shuttle parking associated with the hotel. Valet, joint and shared parking require separate review and approval, as directed by the TCSP and Duarte DDC.
 12. The parking shall be constructed in substantial compliance with the approved conceptual plans, conditions of approval and the requirements of the TCSP, including parking stall width and depth, aisle depth, and adequate turn-around areas for efficient circulation. A separate parking lot plan shall be submitted to the Public Works Division and Planning Division for review prior to Building plan check submittal.

13. Proper headlight glare screening shall be incorporated into the surface parking lot design along the perimeter of the parking area with the use of landscaping, landscape berms or low walls at a minimum height of 42 inches.
14. Any proposal to install photovoltaic canopy panels shall require separate review and approval from the City of Duarte prior to beginning Building and Safety plan check. Details on the photovoltaic canopy, including height, location, color and material finishes, among others, shall be provided for review.
15. Any proposal to install vehicle control gates or other similar devices shall be reviewed and approved by the City Engineer prior installation or use.
16. The surface parking lot shall include adequate lighting to ensure the safety and security of vehicles and pedestrians. Lighting shall be designed to be prevent direct glare or reflections onto adjacent properties and rights-of-way. An exterior lighting plan, prepared by an electrical engineer or other lighting professional accepted by the City, shall be provided to the City of Duarte for review prior to Building and Safety plan check and shall include cut-section drawings, manufacturers brochures, illumination levels/lighting distribution, and any additional information as needed for all proposed exterior lighting. Separate review fees shall apply.
17. If proposed, provide details on the installation of the electric vehicle charging stations. The placement of the charging stations shall not impede into the minimum required dimensions of parking stalls.
18. Additional landscape screening and enhancement will need to occur at: the west side of the Phase II building, south side of the Phase II building, along the east property line abutting the pool, and near the transformer. Such enhancement may need to include green screens, landscape walls, cascading plants, and/or privacy landscaping, as to be included in and approved as part of the landscape plan.
19. Adequate soil depth shall be provided within the building's front setback to allow the growth of landscaping, including trees. As such, the subterranean level of the phase I building shall be moved back to the front setback line, or the soil depth shall be increased to a dimension to be determined by the project engineer and landscape architect and approved by the City Engineer and Planning Division.
20. A complete landscape and irrigation plan, prepared by a licensed landscape architect, shall be submitted to the Planning Division for review and approval prior to permit issuance. All landscape areas shall be permanently landscaped and irrigated with a variety of drought-tolerant plants, shrubs, ground cover, large and/or small canopy trees, and decorative hardscape material. All landscaping and irrigation shall comply with development standards listed in Chapter 3, and abide by the design guidelines in Chapter 4 of the TCSP. Separate review fees shall apply.
21. A complete hardscape and outdoor furnishings plan, prepared by a landscape architect, shall be submitted to the Planning Division for review and approval prior to permit issuance. Required bicycle parking, per the TCSP, and bicycle rack or locker designs should be incorporated into the plan. The plan shall also include cut-section drawings, manufacturer brochures, and or samples/swatches (if necessary), and any additional information as

needed to depict proposed hardscapes and furnishings. Said plan shall be designed in concert with the design guidelines in Chapter 4 of the TCSP. Separate review fees shall apply.

22. Walls up to eight-feet (8') in height or another approved alternative, shall be incorporated into the project plans along the east property line, specifically to provide privacy for the pool area, and to better screen the abutting gas station and office buildings.
23. A wall, fence, and/or gate plan shall be submitted to the Planning Division for review and approval prior to permit issuance. Walls/fences/gates shall contain a decorative design using decorative and high-quality materials. All walls shall be constructed to provide security and separation between adjacent properties.

Architectural/Design/Color & Materials

24. The front street wall must be increased in height and/or the balcony railing will need to be decorative with an increase in opacity. Final design details of front elevation balcony wall and railing shall be reviewed and approved by the Community Development Director prior to plan check submittal.
25. The elevations of the entire building shall be reviewed and approved by the Planning Division prior to permit issuance. Final review shall include approval of the color palette, placement of colors, and all finished building materials, including but not limited to the type, color, texture, and/or placement. All finished building materials incorporated into the building design shall be of high quality and high durability, and shall take into consideration locations that may be more vulnerable to damage or potential maintenance concerns. Final building design, colors and materials shall be in substantial compliance with the conceptual plans, and color and material palette approved by the Duarte Architectural Review Board.
26. All windows and doors, including commercial storefronts, shall require final approval from the Planning Division prior to permit issuance. A separate window and door plan with an accurate window and door schedule shall be provided to the Planning Division for review prior to submitting to Building and Safety plan check. The schedule shall list the window and door types and their locations. The plan shall include all necessary details on the type, color, and material of all proposed windows and doors; sections/detail drawings depicting the use of trims, moldings, mullions, and storefront systems (including kick plates where appropriate).
27. Any trash enclosures (not located within the building), ground-level mechanical and utility screening, and similar screening elements shall require final approval from the Planning Division prior to permit issuance.
28. All signs shall require separate review and approval. All signs shall be designed in compliance with Chapter 3.6.14 of the TCSP.
29. Exterior, architectural building lighting shall be incorporated into the project. Exterior lighting, including site, parking and architectural building, shall require final approval from the Planning Division prior to issuance of building permits. Lighting fixtures shall be of high quality and decorative form and shall be designed to prevent offsite glare. A lighting plan with a photometric analysis prepared by licensed engineer or approved equivalent shall be

provided to the Planning Division for review and. The lighting plan shall include cut-section drawings, manufacture brochure, illumination levels/lighting distribution, and any additional information as needed. Separate review fees may apply.

30. Provide a mechanical screening plan as part of the development plan package submitted into the Plan Check process, which should show, at minimum: placement, location and height of proposed mechanical equipment, and related parapets, mansards or other architectural screens.
31. Mechanical equipment and related ducts, vents and other apparatus, including HVAC, shall be screened from public view. Vents, pipes, caps, hoods, and other roof penetrations that must be installed on the roof shall be painted or finished to match the roof color.

Public Works

32. The LID Plan shall be under the review and approval authority of the City of Duarte Engineer. The following shall be prepared by a professional registered engineer and submitted to the Engineering/Public Works Division for review:
 - a. LID Plan. A Low Impact Development (LID) Plan shall be submitted to the Engineering/Public Works Division for review. The LID plan shall provide a comprehensive and technical discussion of how the proposed project will comply with the City's stormwater program requirements. LID Guidance and implementation can be obtained from Los Angeles County Public Works LID Standards Manual. Contact the Duarte Public Works Division for more information. The LID plan shall be approved prior issuance of grading permits.
 - b. Civil Plans. Two sets of complete civil plans shall be submitted to the Engineering/Public Works Division for review, accurately showing all existing public improvements near the subject development (i.e., street lights, signs, utility vaults and boxes, bus stops, street trees, catch basins, etc.) and shall clearly indicating any proposed modifications to the existing public improvements. Such proposed modifications to the public improvements shall require approval from the City Engineer and Community Development Director prior to issuance of any building permit and/or grading permit.
 - c. Soils/Geology report and Hydrology Study.
 - d. A detailed grading and drainage plan, including all supporting information and design criteria. The grading and drainage plan shall be approved by the City Engineer prior to the issuance of a grading permit.
 - e. A detailed utility plan, including transformer, backflow and FPV valve locations.
33. The property owner/developer shall replace the sidewalk adjacent to the project site on Huntington Drive for the full extent of project site boundaries (from east PL to west PL), , which may include the curb and gutter as needed, including any damages as a result of construction. The sidewalk shall be widened an additional two feet and contain a separate decorative color and/or design as required by the Town Center Specific Plan. The sidewalks shall be constructed with concrete; the public portion of the sidewalk may require integrally colored concrete. Contact the Public Works Division for details on the specific concrete color.
34. The property owner/developer shall construct new driveway approaches on Huntington Drive according to City standards. Decorative stamped concrete shall be installed behind

the approach. The driveway approach and ramps shall be approved by the City Engineer prior to construction and shall require the issuance of a public right-of-way permit. The approach and driveway shall be designed to ensure the safety of vehicles entering and exiting the parking garage, as well as pedestrians crossing the driveway.

35. All trees within the City right-of-way along Huntington Drive shall be replaced and/or installed pursuant to the City's adopted Street Tree Plan for Huntington Drive; all sidewalk tree wells shall be consistent with the City's tree well design, as noted in the design guidelines of the Town Center Specific Plan and shall require a right of way permit from the Public Works Division prior to installation.
36. The property owner/developer shall construct bulbout(s) and/or parklet(s) along the frontage of the property, pursuant to the guidelines of the Ch. 4 of the Town Center Specific Plan, and subject to review and approval of the City Engineer prior to construction, and shall require the issuance of a public right-of-way permit.
37. All utility facilities within the public right of way including but not limited to conduit, cable, cabinets, transformers, control boxes, etc. shall be placed underground with any access panels flush with the ground surface. If there are physical constraints restricting the placement of utility facilities underground, the developer shall provide clear engineering reasons why above ground facilities cannot be installed with underground vaults/handholes. Additionally, all utility services stubbed to the site that will not be used to serve the development shall be properly abandoned. The applicant/owner shall provide a master utility map to the City of Duarte for review prior to installation.
38. The property owner shall obtain an encroachment permit from the Public Works Division for any encroachments into and/or over the public right of way. A plan showing any proposed encroachments, including height/clearance and the distance of the encroachment, shall be provided to the Public Works Division for approval prior to issuance of building permits.
39. All trenching/potholing/street cuts shall be fixed permanently within five (5) working days following the completion and acceptance of the backfill, or as otherwise approved by the City Engineer. Two inches of temporary asphalt concrete is required immediately following completion of the backfill. If plates are necessary, they shall be placed flush to the road surface and tack welded together if two or more plates are used. If plates are necessary, then under no circumstance shall a trench remain plated longer than 48 hours, or as otherwise approved by the City Engineer.
40. Connector Pipe Units shall be installed in all catch basins along the project site, if applicable. All installations shall be inspected/verified by the Public Works Division prior to issuance of Certificate of Occupancy.
41. Traffic control work (delineation and signage) shall comply with the California Manual on Uniform Traffic Control Devices. A traffic control plan shall be submitted to the Public Works Division for review and approved prior to beginning construction and/or grading.
42. The applicant/owner and all representatives shall comply with the National Pollution Discharge Elimination System (NPDES) Permit No. CAS004001, Order No. R4-2012-075, and amendments, issued by the California Regional Water Quality Control Board, Los Angeles Region. Construction activities that disturb one acre or more are regulated under the NPDES stormwater program. Operators of regulated construction sites are required to

develop and implement a Stormwater Pollution Prevention Plan (SWPPP) and to obtain a Construction General Permit (NOI) from the State Water Resources Control Board to discharge stormwater. A copy of the permit shall be provided to the Public Works Division to keep on file and ensure compliance.

43. The applicant/owner is responsible for implementing the following Best Management Practices (BMPs). These, as well as any other applicable measure shall be included in the SWPPP and implemented as approved by the Duarte City Engineer:
 - a. Install filter materials (such as sandbags, filter fabric, etc.) at the storm drain inlet nearest the downstream side of the project site in order to retain any debris or dirt flowing in the storm drain system. Maintain and/or replace filter materials to ensure effectiveness and to prevent street flooding.
 - b. Ensure that concrete supply trucks or concrete/plaster operations do not discharge wash water into street, gutters, or storm drains.
 - c. Concrete wash area: Locate wash out areas away from the storm drains and open ditches, construct a temporary pit large enough to store the liquid and solid waste, clean pit by allowing concrete to set, breaking up the concrete, then recycling or disposing of properly.
44. Vehicular access to public streets and residential driveways shall remain unobstructed during the construction period.
45. The applicant/owner shall incorporate and comply with all regulations, policies and standards regarding water, sewer, and storm water.
46. Sewer connection fees shall be paid directly to the Los Angeles County Sanitation District. Proof of payment shall be provided prior to issuance of the grading permit.

General

47. A final inspection shall be made by the Planning Division prior to final of any building permits to ensure that all conditions have been met.
48. Any revisions to the site plan, elevations, colors, and materials in addition to those listed as conditions of approval, shall be reviewed and approved by the Planning Division prior to installation; such changes may require review and approval from the Architectural Review Board.
49. The buildings have been proposed as a Tier 3 Community Benefit Bonus project, and are required to choose a minimum of two community benefits. The project has elected for the following:
 - a. Public Art – Decorative cut metal panels, or public art as otherwise approved, on the upper portions of the west and/or east of the Phase I building. Said public art shall be detailed and provided as a separate review submittal and be approved by the Architectural Review Board prior to the completion of the plan check process. Changes to the approved application of public art shall require review and approval of the Architectural Review Board.
 - i. Public art shall not be commercial in nature.

- ii. Public art shall maintain the primary purpose of the display of visual art, including but not limited to paintings, prints, photographs, fountains, and sculptures.
 - iii. Public art shall be an original, creative work by an individual or group.
 - iv. Public art shall be placed in a highly visible and accessible location either on public or private property.
 - v. Public art shall be valued at one-half of one percent (0.5%) of the cost of construction over \$100,000. Optionally, developers may contribute an amount equal to the value of the required art to the City or donate a comparably valued piece of art to the City.
 - b. Enhanced Transportation Demand Management Program – Approved in concept as described on the attached Incentives Plan.
 - i. Prior to certificate of occupancy issuance, the applicant shall prepare and provide a complete and detailed Enhanced Transportation Demand Management Plan for review and approval by the Community Development Director. Said plan should include and expand upon the programs and benefits explained conceptually in the Incentives Plan.
 - ii. A fully functioning Enhanced Transportation Demand Management Program shall begin upon issuance of a certificate of occupancy.
 - iii. A minimum five-year commitment to the Enhanced Transportation Demand Management Program is required.
 - iv. An annual report of the Enhanced Transportation Demand Management Program shall be provided to the Planning Division for review at the end of each calendar year. Details on the metrics and information contained in the annual report shall be further described in the Enhanced Transportation Demand Management Plan.
 - v. The City shall have the right to audit or inspect elements of the Enhanced Transportation Demand Management Program at the City's request.
50. All landscape areas shall be permanently landscaped and irrigated with a variety of drought-tolerant plants, shrubs, ground cover, large and/or small canopy trees, and decorative hardscape material.
51. All utilities for direct service to the project shall be installed underground and concealed from view, as approved by the Planning Division.
52. This project is subject to the requirements of Chapter 6.10 of the Duarte Municipal Code, Diversion and Demolition Waste. Prior to the issuance of any permits, the applicant shall submit a Construction and Demolition Diversion Plan and required security deposit.
53. Construction of the project shall comply with applicable City noise ordinances. Construction activities, deliveries and haul-off will only be permitted from 7:00 a.m. to 7:00 p.m., Monday through Saturday, including Federal holidays. No construction related idling of engines or other disturbances shall occur outside of noted work hours.
54. The project shall comply with all the regulations of the Town Center Commercial Core designation (Area 1) of the Town Center Specific Plan, the Duarte Development Code, and the Duarte Municipal Code, including the intent and purpose, permitted uses, development standards, and any other applicable sections.

55. Prior to issuing permits, any required school fees shall be paid directly to Duarte Unified School District and proof of payment provided to the City. Contact Duarte Unified School District for more information.
56. Plans and all required plan check fees shall be submitted to the Community Development Department for Building & Safety plan check prior to construction. Approval from Building & Safety shall be obtained prior to the issuance of permits. Construction drawings, including the site plan, elevations, and colors shall be consistent and in substantial compliance with the conceptual approval and any required conditions of the Planning Commission.
57. Any and all correction notice(s) generated through the plan check and/or inspection process is/are hereby incorporated by reference as conditions of approval and shall be fully complied with by the owner, applicant, and all agents thereof.
58. Building permits for all phases of the project must be issued within one-year from the date of approval from the Planning Commission or the application and approval shall expire.
59. The decision of the Architectural Review Board may be appealed to the Planning Commission within 15 days from the date of this letter. Said appeal must be in writing and filed with the City Clerk's office (DDC 19.144). The written appeal shall include reasons for the appeal.
60. That by acceptance of the approval of the project by the City, the applicant shall defend, indemnify and hold harmless the City of Duarte and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers and employees to challenge, set aside, void or annul the approval of the project or from any other action pertaining to this application or the granting of approval which may be brought within the time period provided for such actions or challenges under applicable law.



PLANNING COMMISSION STAFF REPORT

Date: November 18, 2019

Project: Conditional Use Permit 19-06
New Studio (Kumon Math and Reading Center)

Location: 1026 Huntington Drive (Mountain Vista Plaza)

Applicant: The K Chen, Business Owner

SUMMARY

The applicant, The K Chen, is requesting approval of a Conditional Use Permit to operate Kumon Math and Reading Center at 1026 Huntington Drive. The facility will be located in an existing vacant tenant space within the Mountain Vista Plaza shopping center. The facility will provide tutoring to children and teenagers aged 5-17 with, initially, six (6) customers expected per 30-minute session. The business is proposing to tutor clients from 2:30 a.m. to 7 p.m., but are requesting hours of operation from 7 a.m. to 9 p.m. Monday through Sunday to allow for operational flexibility and business growth. There will be two (2) instructors and a receptionist employed during business hours to begin with the potential to have six (6) to seven (7) instructors and one (1) receptionist.

The Planning Division has classified the business as a Studio, which is a conditionally permitted use in the C-F (Commercial Freeway) zone.

PROPERTY DESCRIPTION

The project site is located within the Mountain Vista Plaza shopping center. The property is zoned Commercial-Freeway (C-F) and contains five (5) separate buildings with commercial, retail, and service uses. The tenant space is located within the multi-tenant building adjacent to Target. Currently, there are eighteen tenant spaces within this portion of the building; the proposed studio facility will occupy one (1) of the vacant spaces (Exhibit B). Adjacent uses include, a restaurant, nail salon, eyebrow salon, medical clinic, dentist office, dry cleaners, and the Sheriff's Sub-Station. There are other businesses classified as studio or similar uses which consists of TNT Fitness Bootcamp and See Jack Play, which is nine (9) tenant suites away and five (5) tenant suites away respectively.

PROJECT DESCRIPTION

The applicant intends on leasing a tenant space of 1,525 square feet for the use. Kumon will provide tutoring on a variety of academic matters, with a focus on math and reading, for children between the ages of 5-17, with sessions lasting between 20-30 minutes. Customers will be from the general community, and not one particular school district or city. At this time, the applicant is requesting six (6) clients per 20-30 scheduling within the facility, served by two (2) instructors plus a receptionist. The applicant expects to have a total of three (3) employees in total to begin with and a maximum of six (6) to seven (7) instructors. Initially, the business proposes hours of operation between 2:30 p.m. to 7 p.m. To allow for business growth and additional flexibility, the applicant is requesting the ability to operate between 7 a.m. to 9 p.m., Monday through Sunday.

The floor plan consists of a series of desks for a maximum of 36 pupils. There will be a small waiting area at the front of the space with four (4) waiting chairs. The floor plan is attached as part of Exhibit B. All instruction activities will be conducted inside the tenant space only.

ANALYSIS

Review of studio uses typically involves a limited number of issues to examine, primarily intensity of activities compared to adjacent uses, parking and noise. In the case of this particular studio, noise is not a concern. Furthermore, Staff is including a short discussion on how tutoring studios are classified differently than private schools/educational facility, which are not currently allowed in the zoning district.

The operation of the tutoring center is suitable for the location and size of the vacant tenant space. Staff analyzed studio parking with the shopping center parking analysis, and there is sufficient parking in the shopping center to serve the use. Staff also reviewed the maximum percentage of service uses allowed within the Mountain Vista Plaza Shopping Center, and determined the service use can be accommodated. Hours of operation are compatible with the other uses in the center, and are not in conflict with other studio and higher impact uses, such as TNT Fitness Bootcamp and See Jack Play. Initially, the number of clients and employees at the facility is quite small. The floor plan indicates 36 desks for Kumon customers, which allows for potential growth significantly higher than the initial proposal. The applicant has indicated that they will increase staff in response to business growth. In order to limit any issues related to the higher customer capacity, staff has included conditions that address customers within the waiting area, loitering, and providing the number of employees proportional to clients.

The shopping center is well maintained and accommodates a variety of uses. The shopping center contains adequate lighting on the building and throughout the parking lot area. The tenant space is visible from Huntington Drive and within the shopping center. Additionally, the tenant space contains large storefront windows, allowing visibility into the tenant space.

The proposed Kumon Math and Reading Center facility has been classified as a Studio land use because it is similar to an art, dance or martial arts studio in terms of business operations. Customers are provided a set session timeslot, which lasts for less than an hour. Furthermore, Kumon provides a supplement to traditional education, and is not a substitute for school. The desk that the customers will be utilizing will not have computers, as the instructors use handouts and other instructional devices. There has been a private school use within the shopping center in the past. This school operated differently than a tutoring studio and caused impacts with the shopping center. However, the past use operated as a charter school and would now be classified as a private school/educational facility. Additional differences between the studio and a private school/educational facility include, but are not limited to: The owner has no contract with Duarte Unified or any other School District to teach customers or offer curriculum; clients will be accepted from any school district or community. Kumon does not offer classes in all subjects taught in public schools. Kumon focuses on math and reading. Clients will not be at the facility for long periods of the day; and are provided a scheduled 20-30 minutes instruction timeslot, generally two (2) days per week. This short duration generally means parents wait for their children, rather than private schools, where students are either waiting for pick-up or ride public transportation. Six (6) clients are expected at a time within the facility, served by two (2) instructors plus a receptionist. Private schools involve a larger student body and faculty. For these reasons, the Planning Division has classified it as a studio use rather than as a private school use.

RECOMMENDATION

Based on the information provided in the Staff report, Staff recommends that Planning Commission review the information and adopt PC Resolution 19-15 approving Conditional Use Permit 19-06 to allow the operation of a studio facility, subject to conditions of approval.

Respectfully Submitted,

Ivan Galeazzi
Associate Planner

ATTACHMENTS

Exhibit A: Project Description (Operational Statement)
Exhibit B: Project Plans
Exhibit C: PC Resolution 19-15



Exhibit A

Dear Duarte City Business Development Department,

The Kumon are dedicated to fully pursuing the potential of each individual student. Kumon Instructors provide just enough guidance for their students to be able to do the exercises on their own. As a result, our students learn that they can do anything if they try, build self-esteem, and develop the ability to take on new challenges for themselves.

The purpose for doing Kumon is developing children self learning abilities.

With the Kumon Method, students study independently from an early age and develop both a high level of academic ability and the ability to learn independently, or what we at Kumon refer to as "self-learning" ability. As a result, after children who have done Kumon grow up and enter the workforce, they are able to think of solutions by themselves even when faced with difficult challenges. All in all, the skills that students gain through doing Kumon go a long way to helping them to achieve their goals and dreams.

The way of the Kumon operation is after school Program. Every student come center twice a week only and doing Kumon worksheet at home for 5 days a week.

We are going to hire two instructors, one reception. Student comes center twice a week, working with instruction or doing Kumon work sheet by themselves to improve their self learning skill.

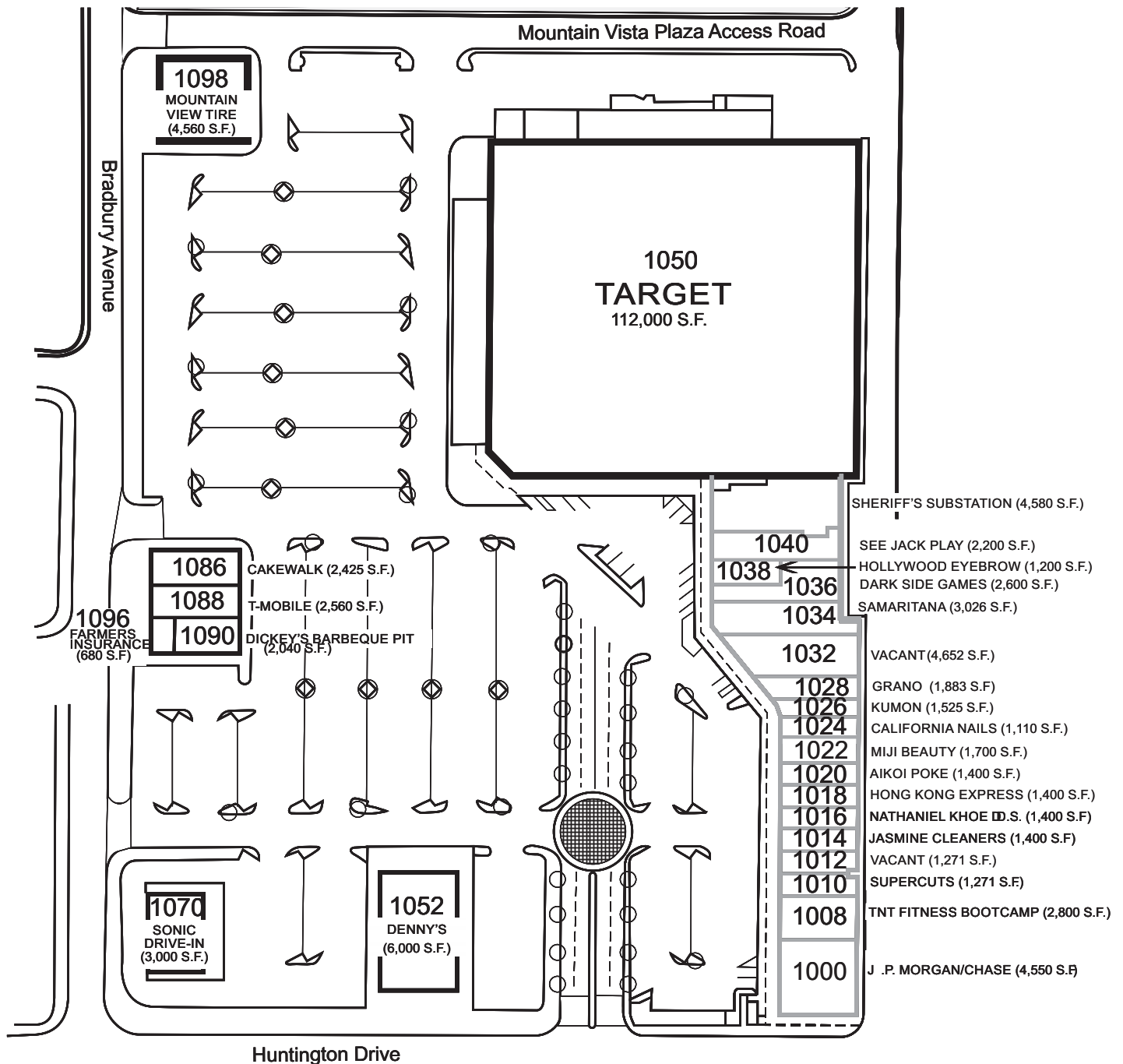
Mostly about 5 - 6 students come to center at one period of time as scheduled.

Normally, student come after the school from 2:30 p.m. and ends 7 p.m. Each student will come to the center for 20 -30 mins only. After they leave the next period of student will come as scheduled. We are requesting hours of operation to be from 7 a.m. to 9 p.m. Monday through Sunday to allow for operational flexibility.

Our city Duarte need program like Kumon to help our children become academic strong. And help City of Duarte education strong.

SITE PLAN

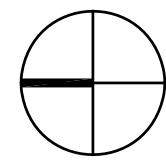
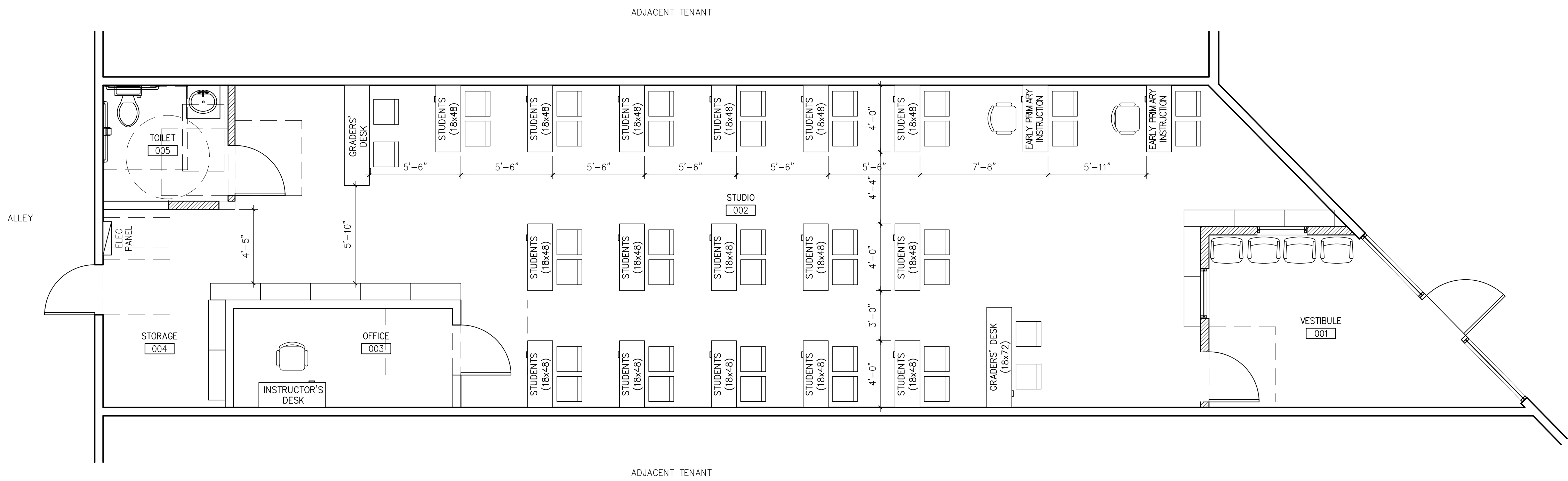
Exhibit A



MOUNTAIN VISTA PLAZA

1000-1098 Huntington Drive, Duarte California

All data is approximate



FIXTURE PLAN

01

1/4"=1'-0"



8152 PAINTER AVENUE, SUITE 202
WHITTIER, CA 90602
Telephone: (562) 632-1630

SEAL

REVISIONS

NO.	DATE	DESCRIPTION

CLIENT

KUMON

1026 Huntington Dr.
Duarte, CA 91010

NEW TENANT IMPROVEMENT FOR:

KUMON
MOUNTAIN VISTA PLAZA
1026 Huntington Dr.
Duarte, CA 91010

Date:	11/05/2019
Project:	2019-15
Drawn:	ARM
Approved:	SY

Scale:
Sheet Title:
FIXTURE PLAN

Sheet No.:

A2.1

RESOLUTION NO. PC 19-15

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF DUARTE DETERMINING THAT THE PROPOSED REQUEST FOR A CONDITIONAL USE PERMIT TO ALLOW THE OPERATION OF A STUDIO FACILITY (KUMON MATH AND READING CENTER) AT 1026 HUNTINGTON DRIVE MEETS THE REQUIRED FINDINGS DESCRIBED UNDER DUARTE DEVELOPMENT CODE SECTION 19.114.050(B) AND THUS APPROVES CONDITIONAL USE PERMIT 19-06 SUBJECT TO CONDITIONS OF APPROVAL

WHEREAS, the applicant is requesting approval of a conditional use permit to operate a studio facility at 1026 Huntington Drive; and

WHEREAS, a studio facility located in the Commercial-Freeway (C-F) zone is a conditionally permitted use pursuant to Duarte Development Code Section 19.16.020.A(1); and

WHEREAS, the Planning Commission has considered the analysis and recommendation provided in the staff report for Conditional Use Permit application 19-06 and all of the information, evidence and public testimony received at the public meeting held on November 18, 2019 at 7:00 p.m. in the City Council Chambers;

NOW THEREFORE, the Planning Commission of the City of Duarte resolves as follows:

SECTION 1. That the Planning Commission approves PC Resolution 19-15 with conditions, the request for Conditional Use Permit 19-06 at 1026 Huntington Drive.

SECTION 2. All of the facts set forth in the Recitals of this Resolution are true and correct and incorporated herein by this reference.

SECTION 3. The Planning Commission finds and determines as follows, findings for Conditional Use Permits, as set forth in DDC Section 19.114.040(B), as:

1. The proposed use is consistent with the General Plan;

The studio facility is consistent with Land Use Goal 1 of the General Plan by maintaining a balanced community consisting of various commercial activities and industrial developments. The use is also consistent with the General Commercial land use designation by providing for the development of uses that will meet the needs of the entire community.

2. The proposed use is allowed within the subject zone and complies with all other applicable provisions of this Development Code and the Municipal Code;

A tutoring studio is permitted with a Conditional Use Permit within the Commercial-Freeway (C-F) zone. The use is consistent with the C-F zoning designation as it provides and added service and convenience for the community; unlike a private school use which involves multiple operational differences, has caused issues previously within the Shopping Center, and, hence, is not allowed within the zoning district. The studio complies with all regulations of the Duarte Development Code and Municipal Code, and conditions of approval have been included to ensure such compliance.

3. The design, location, size and operating characteristics of the proposed use are compatible with the allowed uses in the vicinity;

The studio facility will occupy one of 18 tenant spaces within an existing multi-tenant building of the Mountain Vista Shopping Plaza. The facility's space is approximately 1,525 square feet, which is sufficient for accommodating the use. The studio facility is compatible with the project site and other uses in the vicinity. It will have minimal impacts to surrounding uses as a maximum of six (6) customers at a given time slot that will use the facility simultaneously, there will be three (3) employees which includes two (2) instructors and will be onsite to begin with a maximum of seven (7) to eight (8) employees, and hours of operation will be limited to 7 a.m. to 9 p.m., Monday through Sunday. Furthermore, the facility is within a commercial shopping center that is designed to accommodate a variety of uses with a range of operational hours. The studio nor the existing uses will conflict with one another in regard to the parking demand since Studio

4. Operation of the use at the location proposed would not be detrimental to the harmonious and orderly growth of the City, or endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood of the proposed use;

The studio facility is allowed with a conditional use permit in the C-F zone. The operation of the facility under a use permit is designed to minimize the intensity of the use and limit any potential conflicts with adjacent businesses and surrounding developments. Conditions of approval have been imposed to help avoid adverse and detrimental impacts on the City and surrounding community. Due to the limited number of pupils attending simultaneously, the limited number of employees and the nature of the tutoring business, and with the implementation of conditions of approval, the operation of the studio facility is compatible with the site and adjacent uses and is not anticipated to be detrimental to the general welfare of surrounding areas. Since the facility will have a limited number of attendees and employees, and the operation will generate minimal noise, it is unlikely that the studio's operation will be detrimental to the general welfare of the shopping center and surrounding businesses.

5. The subject site is:
 - a. Physically suitable in terms of design, location, operating characteristics, shape, size, topography, and the provision of public and emergency vehicle (e.g. fire and medical) access and public services and utilities; and
 - b. Served by highways and streets adequate in width and improvement to carry the kind and quantity of traffic the proposed use would likely generate.

The site consists of several parcels that collectively form the Mountain Vista Plaza shopping center, located in the C-F zone. The center is accessible from Huntington Drive and Bradbury Avenue. Onsite circulation will not be altered and is suitable for the existing uses, the studio facility, and emergency vehicle access. The multi-tenant building in the shopping center is divided into seventeen tenant spaces. The proposed studio facility will occupy one of the remaining tenant spaces, which is approximately 1,525 square feet in area.

SECTION 5. The Planning Commission approves Conditional Use Permit 19-06 based on the findings listed in Section 3 and Section 4 and the conditions listed in "Exhibit C-1".

SECTION 6. The approval of Conditional Use Permit 19-06 by the Planning Commission is exempt from the California Environmental Quality Act (CEQA) pursuant to exemption in Section 15301, Class 1 of Title 14 of the California Code of Regulations. Therefore, no further environmental review is necessary.

APPROVED, AND ADOPTED by the Planning Commission of the City of Duarte at a regular meeting held on the November 18, 2019.

Paula Watson-Gardner, Chairperson
City of Duarte Planning Commission

ATTEST:

Craig Hensley, Community Development Director

CITY OF DUARTE
COUNTY OF LOS ANGELES } ss.
STATE OF CALIFORNIA

I, Craig Hensley, Secretary of the Planning Commission of the City of Duarte, do hereby certify that the foregoing Resolution was adopted at a regular meeting of the Planning Commission of the City of Duarte held on November 18, 2019, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Craig Hensley, Community Development Director

EXHIBIT C-1

Conditions of Approval

Conditional Use Permit 19-06

1026 Huntington Drive (Studio Facility – Kumon Math and Reading Center)

1. This approval is for the establishment of a studio facility (Kumon Math and Reading Center) at 1026 Huntington Drive as stated in the staff report and described in the applicant's business proposal statement, on file with the Planning Division.
2. The studio facility shall provide tutoring using only scheduled time frames for clients.
3. The studio facility will be restricted to the hours of operation from 7 am to 9 pm Monday through Sunday. Any changes to the hours of operation shall be submitted to the Planning Division and reviewed and approved by the Planning Commission.
4. The maximum number of clients will be limited to 36 clients at a given time. The number of employees shall be maintained in proportion to the number of clients as to be able to service them in a manner commensurate with proposed business operations.
5. All tutoring activities shall be held indoors within the tenant suite, including waiting customers.
6. Clients, after receiving tutoring, shall wait within the tenant suite until picked up. No loitering in front of the tenant suite is permitted.
7. As a tutoring studio, the use is approved as a supplement to education, and not a substitute for school. Therefore, this approval precludes the operator from entering into a contract with any unified school district for alternative education or act in the capacity of a charter school.
8. Music, noise-generating equipment, or any other business activities shall be operated at reasonable audible levels, not to exceed City Noise Regulations outlined in Chapter 9.68 of the Duarte Municipal Code or be detrimental to the operations of adjoining businesses. In no case shall live music be permitted in association with this business or conditional use permit approval.
9. If in the event of a change in use is proposed that does not follow the approved operational characteristics for the studio business, as referenced in the Staff Report and associated conditions of approval, an application for a new CUP may be required.
10. The project shall comply with all regulations of the Commercial-Freeway C-F Zone, including the intent and purpose, permitted uses, development standards, and any other applicable sections.
11. Outdoor storage is strictly prohibited.
12. Any expansion or modification to the approved use as part of this conditional use permit, including but not limited to: any substantial changes to the business operation, or floor plan that may affect or intensify the use shall be reviewed by the Planning Division, and may require an application for a new conditional use permit.

13. Any signage associated with the business is not included as part of this approval; a separate review and approval process will be required for all proposed signage. All signage shall comply with the Sign Guidelines of the Duarte Development Code.
14. Any required plans and plan check fees shall be submitted to the Community Development Department for Building & Safety plan check prior to construction. Approval from Building & Safety shall be obtained prior to the issuance of permits.
15. Any required building permits for this project must be issued within one-year from the date of approval from the Planning Commission or the application and approval shall expire.
16. Any and all correction notice(s) generated through the plan check and/or inspection process is/are hereby incorporated by reference as conditions of approval and shall be fully complied with by the owner, applicant, and all agents thereof.
17. This CUP may be called for review or revocation at any time by City Staff, City Council, or Planning Commission if a violation of the approved conditions is alleged, or if it is alleged that the health & fitness facility, or its patrons, are creating a public nuisance, as substantiated by the LA County Sheriff's Department, Public Safety Department, or any other City Department. The applicant and successors shall operate the subject premises in a safe and sanitary manner at all times. Such review of the CUP may include any remedy available to the City that will prevent negative impacts on the property and surrounding developments. Problems or continued/repeated violations of any Municipal Code, conditions of approval or any other governmental regulations may be grounds for initiation of proceedings for the revocation of this CUP before the Planning Commission pursuant to Section 19.152.030 of the Duarte Development Code.
18. This entitlement shall be contingent upon the privileges being utilized within 12 months from the effective approval date.
19. The applicant shall obtain a valid business license with the City of Duarte prior to commencement of business operation. Contact the City Finance Division for more information.
20. The decision of the Planning Commission may be appealed to the City Council within 15 days of the Planning Commission's decision. Said appeal must be in writing and filed with fees paid to the City Clerk's Office. The written appeal shall include reasons for the appeal.
21. That by acceptance of the approval of the project by the City, the applicant shall defend, indemnify and hold harmless the City of Duarte and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers and employees to challenge, set aside, void or annul the approval of the project or from any other action pertaining to this application or the granting of this conditional use permit which may be brought within the time period provided for such actions or challenges under applicable law.

RESOLUTION NO. PC 19-15

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF DUARTE DETERMINING THAT THE PROPOSED REQUEST FOR A CONDITIONAL USE PERMIT TO ALLOW THE OPERATION OF A STUDIO FACILITY (KUMON MATH AND READING CENTER) AT 1026 HUNTINGTON DRIVE MEETS THE REQUIRED FINDINGS DESCRIBED UNDER DUARTE DEVELOPMENT CODE SECTION 19.114.050(B) AND THUS APPROVES CONDITIONAL USE PERMIT 19-06 SUBJECT TO CONDITIONS OF APPROVAL

WHEREAS, the applicant is requesting approval of a conditional use permit to operate a studio facility at 1026 Huntington Drive; and

WHEREAS, a studio facility located in the Commercial-Freeway (C-F) zone is a conditionally permitted use pursuant to Duarte Development Code Section 19.16.020.A(1); and

WHEREAS, the Planning Commission has considered the analysis and recommendation provided in the staff report for Conditional Use Permit application 19-06 and all of the information, evidence and public testimony received at the public meeting held on November 18, 2019 at 7:00 p.m. in the City Council Chambers;

NOW THEREFORE, the Planning Commission of the City of Duarte resolves as follows:

SECTION 1. That the Planning Commission approves PC Resolution 19-15 with conditions, the request for Conditional Use Permit 19-06 at 1026 Huntington Drive.

SECTION 2. All of the facts set forth in the Recitals of this Resolution are true and correct and incorporated herein by this reference.

SECTION 3. The Planning Commission finds and determines as follows, findings for Conditional Use Permits, as set forth in DDC Section 19.114.040(B), as:

1. The proposed use is consistent with the General Plan;

The studio facility is consistent with Land Use Goal 1 of the General Plan by maintaining a balanced community consisting of various commercial activities and industrial developments. The use is also consistent with the General Commercial land use designation by providing for the development of uses that will meet the needs of the entire community.

2. The proposed use is allowed within the subject zone and complies with all other applicable provisions of this Development Code and the Municipal Code;

A tutoring studio is permitted with a Conditional Use Permit within the Commercial-Freeway (C-F) zone. The use is consistent with the C-F zoning designation as it provides and added service and convenience for the community; unlike a private school use which involves multiple operational differences, has caused issues previously within the Shopping Center, and, hence, is not allowed within the zoning district. The studio complies with all regulations of the Duarte Development Code and Municipal Code, and conditions of approval have been included to ensure such compliance.

3. The design, location, size and operating characteristics of the proposed use are compatible with the allowed uses in the vicinity;

The studio facility will occupy one of 18 tenant spaces within an existing multi-tenant building of the Mountain Vista Shopping Plaza. The facility's space is approximately 1,525 square feet, which is sufficient for accommodating the use. The studio facility is compatible with the project site and other uses in the vicinity. It will have minimal impacts to surrounding uses as a maximum of six (6) customers at a given time slot that will use the facility simultaneously, there will be three (3) employees which includes two (2) instructors and will be onsite to begin with a maximum of seven (7) to eight (8) employees, and hours of operation will be limited to 7 a.m. to 9 p.m., Monday through Sunday. Furthermore, the facility is within a commercial shopping center that is designed to accommodate a variety of uses with a range of operational hours. The studio nor the existing uses will conflict with one another in regard to the parking demand since Studio

4. Operation of the use at the location proposed would not be detrimental to the harmonious and orderly growth of the City, or endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood of the proposed use;

The studio facility is allowed with a conditional use permit in the C-F zone. The operation of the facility under a use permit is designed to minimize the intensity of the use and limit any potential conflicts with adjacent businesses and surrounding developments. Conditions of approval have been imposed to help avoid adverse and detrimental impacts on the City and surrounding community. Due to the limited number of pupils attending simultaneously, the limited number of employees and the nature of the tutoring business, and with the implementation of conditions of approval, the operation of the studio facility is compatible with the site and adjacent uses and is not anticipated to be detrimental to the general welfare of surrounding areas. Since the facility will have a limited number of attendees and employees, and the operation will generate minimal noise, it is unlikely that the studio's operation will be detrimental to the general welfare of the shopping center and surrounding businesses.

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The site consists of several parcels that collectively form the Mountain Vista Plaza shopping center, located in the C-F zone. The center is accessible from Huntington Drive and Bradbury Avenue. Onsite circulation will not be altered and is suitable for the existing uses, the studio facility, and emergency vehicle access. The multi-tenant building in the shopping center is divided into seventeen tenant spaces. The proposed studio facility will occupy one of the remaining tenant spaces, which is approximately 1,525 square feet in area.

SECTION 5. The Planning Commission approves Conditional Use Permit 19-06 based on the findings listed in Section 3 and Section 4 and the conditions listed in "Exhibit C-1".

SECTION 6. The approval of Conditional Use Permit 19-06 by the Planning Commission is exempt from the California Environmental Quality Act (CEQA) pursuant to exemption in Section 15301, Class 1 of Title 14 of the California Code of Regulations. Therefore, no further environmental review is necessary.

APPROVED, AND ADOPTED by the Planning Commission of the City of Duarte at a regular meeting held on the November 18, 2019.

Paula Watson-Gardner, Chairperson
City of Duarte Planning Commission

ATTEST:

Craig Hensley, Community Development Director

CITY OF DUARTE
COUNTY OF LOS ANGELES } ss.
STATE OF CALIFORNIA

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AYES:
NOES:
ABSTAIN:
ABSENT:

Craig Hensley, Community Development Director

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17. This CUP may be called for review or revocation at any time by City Staff, City Council, or Planning Commission if a violation of the approved conditions is alleged, or if it is alleged that the health & fitness facility, or its patrons, are creating a public nuisance, as substantiated by the LA County Sheriff's Department, Public Safety Department, or any other City Department. The applicant and successors shall operate the subject premises in a safe and sanitary manner at all times. Such review of the CUP may include any remedy available to the City that will prevent negative impacts on the property and surrounding developments. Problems or continued/repeated violations of any Municipal Code, conditions of approval or any other governmental regulations may be grounds for initiation of proceedings for the revocation of this CUP before the Planning Commission pursuant to Section 19.152.030 of the Duarte Development Code.
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